

# NACOmatic

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NE Min	Alt#2	-	5	OXS	-	317
NE Min	TO#2	-	10	OLU	-	87
	08K	-	156	OMA	-	277
	0B4	-	152	ONL	-	307
	0V3	-	217	PMV	-	321
	12K	-	355	RBE	-	50
	4V9	-	226	SCB	-	339
	8V2	-	43	SNY	-	348
	93Y	-	103	SWT	-	343
	9V5	-	326	TIF	-	361
	AFK	-	221	TQE	-	357
	AHQ	-	370	VTN	-	366
	AIA	-	33			
	ANW	-	22			
	AUH	-	46			
	BBW	-	65			
	BFF	-	329			
	BIE	-	54			
	BTA	-	62			
	BUB	-	70			
	BVN	-	29			
	CDR	-	78			
	CEK	-	98			
	CNP	-	85			
	CSB	-	73			
	CZD	-	94			
	EAR	-	176			
	FBY	-	107			
	FET	-	120			
	FMZ	-	111			
	FNB	-	116			
	GGF	-	146			
	GRI	-	132			
	GRN	-	123			
	GTE	-	127			
	HDE	-	167			
	HJH	-	163			
	HSI	-	158			
	IBM	-	185			
	IML	-	172			
	JYR	-	380			
	LBF	-	240			
	LCG	-	373			
	LNK	-	192			
	LXN	-	188			
	MCK	-	207			
	MLE	-	254			
	ODX	-	312			
	OFF	-	258			
	OFK	-	229			
	OGA	-	247			

NE Mins - Alternates #2	-	5	RUSHVILLE .....	9V5	-	326
NE Mins - Take-Off #2	-	10	SCOTTSBLUFF .....	BFF	-	329
AINSWORTH .....	ANW	-	SCRIBNER .....	SCB	-	339
ALBION .....	BVN	-	SEWARD .....	SWT	-	343
ALLIANCE .....	AIA	-	SIDNEY .....	SNY	-	348
ATKINSON .....	8V2	-	SUPERIOR .....	12K	-	355
AURORA .....	AUH	-	TEKAMAH .....	TQE	-	357
BASSETT .....	RBE	-	THEDFORD .....	TIF	-	361
BEATRICE .....	BIE	-	VALENTINE .....	VTN	-	366
BLAIR .....	BTA	-	WAHOO .....	AHQ	-	370
BROKEN BOW .....	BBW	-	WAYNE .....	LCG	-	373
BURWELL .....	BUB	-	YORK .....	JYR	-	380
CAMBRIDGE .....	CSB	-				
CHADRON .....	CDR	-				
CHAPPELL .....	CNP	-				
COLUMBUS .....	OLU	-				
COZAD .....	CZD	-				
CRETE .....	CEK	-				
DAVID CITY .....	93Y	-				
FAIRBURY .....	FBY	-				
FAIRMONT .....	FMZ	-				
FALLS CITY .....	FNB	-				
FREMONT .....	FET	-				
GORDON .....	GRN	-				
GOTHENBURG .....	GTE	-				
GRAND ISLAND .....	GRI	-				
GRANT .....	GGF	-				
HARTINGTON .....	0B4	-				
HARVARD .....	08K	-				
HASTINGS .....	HSI	-				
HEBRON .....	HJH	-				
HOLDREGE .....	HDE	-				
IMPERIAL .....	IML	-				
KEARNEY .....	EAR	-				
KIMBALL .....	IBM	-				
LEXINGTON .....	LXN	-				
LINCOLN .....	LNK	-				
MC COOK .....	MCK	-				
MINDEN .....	0V3	-				
NEBRASKA CITY .....	AFK	-				
NELIGH .....	4V9	-				
NORFOLK .....	OFK	-				
NORTH PLATTE .....	LBF	-				
OGALLALA .....	OGA	-				
OMAHA .....	MLE	-				
OMAHA .....	OFF	-				
OMAHA .....	OMA	-				
ONEILL .....	ONL	-				
ORD .....	ODX	-				
OSHKOSH .....	OKS	-				
PLATTSMOUTH .....	PMV	-				

**INSTRUMENT APPROACH PROCEDURE CHARTS**

**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**
**AINSWORTH, NE**

AINSWORTH MUNI ..... RNAV (GPS) Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 17<sup>1</sup>  
RNAV (GPS) Rwy 31<sup>1</sup>  
RNAV (GPS) Rwy 35<sup>1</sup>  
VOR Rwy 35<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2¼.

**ALBION, NE**

ALBION MUNI ..... NDB Rwy 33  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33

NA when local weather not available.

**ALLIANCE, NE**

ALLIANCE MUNI ..... RNAV (GPS) Rwy 8  
RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 26  
RNAV (GPS) Rwy 30  
VOR Rwy 30

NA when local weather not available.

**AURORA, NE**

AURORA MUNI-  
AL POTTER FIELD ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34

NA when local weather not available.

**BEATRICE, NE**

BEATRICE MUNI ..... RNAV (GPS) Rwy 17<sup>12</sup>  
RNAV (GPS) Rwy 35<sup>12</sup>  
VOR Rwy 13<sup>12</sup>  
VOR Rwy 17<sup>3</sup>  
VOR Rwy 35<sup>12</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>Categories A,B, 1000-2; Categories C,D, 1000-3.

**NAME ALTERNATE MINIMUMS**
**BLAIR, NE**

BLAIR MUNI ..... RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31

NA when local weather not available.

**BROKEN BOW, NE**

BROKEN BOW MUNI ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
VOR Rwy 14  
VOR/DME Rwy 32

NA when local weather not available.

**CHADRON, NE**

CHADRON MUNI ..... ILS Rwy 2<sup>12</sup>  
NDB Rwy 20<sup>1</sup>  
VOR/DME Rwy 2<sup>34</sup>  
VOR/DME Rwy 20<sup>35</sup>

<sup>1</sup>NA when Chadron weather not available, except for operators with approved weather reporting service.

<sup>2</sup>ILS, 700-2.

<sup>3</sup>NA except for operators with approved weather reporting service.

<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

<sup>5</sup>Categories A,B, 1300-2; Categories C, D, 1300-3.

**CHANUTE, KS**

CHANUTE  
MARTIN JOHNSON ..... RNAV (GPS) Rwy 36  
VOR-A

NA when local weather not available.

**COFFEYVILLE, KS**

COFFEYVILLE MUNI ..... NDB Rwy 35<sup>1</sup>  
RNAV (GPS) Rwy 35  
VOR/DME-A

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

# ALTERNATE MINS

M2

NAME ALTERNATE MINIMUMS

## COLUMBUS, NE

COLUMBUS MUNI ..... LOC/DME Rwy 14<sup>1</sup>  
VOR Rwy 14<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2¼.

## DODGE CITY, KS

DODGE CITY

RGNL ..... ILS or LOC Rwy 14  
RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

## ELKHART, KS

ELKHART-

MORTON COUNTY ..... NDB Rwy 35<sup>1</sup>  
RNAV (GPS) Rwy 4<sup>2</sup>  
RNAV (GPS) Rwy 17<sup>2</sup>  
RNAV (GPS) Rwy 22<sup>2</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category A, B, 900-2; Category C, 900-2½.

<sup>2</sup>Category C, 800-2¼.

## FALLS CITY, NE

BRENNER FIELD ..... RNAV (GPS) Rwy 32

NA when local weather not available.

## FREMONT, NE

FREMONT MUNI ..... RNAV (GPS) Rwy 14

NA when local weather not available.

## GARDEN CITY, KS

GARDEN CITY RGNL ..... RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 30  
RNAV (GPS) Rwy 35  
VOR/DME Rwy 17  
VOR/DME Rwy 30  
VOR/DME Rwy 35

NA when local weather not available.

## GRAND ISLAND, NE

CENTRAL NEBRASKA

RGNL ..... ILS or LOC Rwy 35<sup>1</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>  
RNAV (GPS) Rwy 17<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>2</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>  
VOR/DME Rwy 31<sup>2</sup>

<sup>1</sup>DME required.

<sup>2</sup>NA when local weather not available.

## GREAT BEND, KS

GREAT BEND MUNI ..... NDB Rwy 35  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## HASTINGS, NE

HASTINGS MUNI ..... RNAV (GPS) Rwy 14  
NA when local weather not available.

## HAYS, KS

HAYS RGNL ..... RNAV (GPS) Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 16<sup>1</sup>  
RNAV (GPS) Rwy 22<sup>1</sup>  
RNAV (GPS) Rwy 34<sup>1</sup>  
VOR Rwy 16<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2¼.

## HILL CITY, KS

HILL CITY MUNI ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

Category C, 1000-2¼.

## HOLDREGE, NE

BREWSTER FIELD ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR/DME-A<sup>1</sup>

A when local weather not available.

<sup>1</sup>Category C, 800-2¼; Category D, 800-2½.

## HUTCHINSON, KS

HUTCHINSON MUNI ..... ILS or LOC Rwy 13<sup>1</sup>  
LOC BC Rwy 31<sup>1</sup>  
NDB Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## IMPERIAL, NE

IMPERIAL MUNI ..... RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31

NA when local weather not available.

## KEARNEY, NE

KEARNEY RGNL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

## LAWRENCE, KS

LAWRENCE MUNI ..... ILS or LOC Rwy 33<sup>1</sup>  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33  
VOR/DME-A

NA when local weather not available.

<sup>1</sup>ILS, Category C, 700-2.

## LEXINGTON, NE

JIM KELLY FIELD ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

# ALTERNATE MINS

M3



NAME ALTERNATE MINIMUMS  
**LIBERAL, KS**  
 LIBERAL-MID  
 AMERICA RGNL ..... ILS or LOC Rwy 35  
    RNAV (GPS) Rwy 4  
    RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 22  
    RNAV (GPS) Rwy 35  
    VOR/DME Rwy 17  
    VOR Rwy 41  
    VOR Rwy 35

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

## LINCOLN, NE

LINCOLN ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
 NA when local weather not available.

## MANHATTAN, KS

MANHATTAN RGNL . ILS or LOC/DME Rwy 3<sup>12</sup>  
    RNAV (GPS) Rwy 3<sup>3</sup>  
    RNAV (GPS) Rwy 21<sup>3</sup>  
    VOR Rwy 3<sup>4</sup>  
    VOR/DME-F<sup>3</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

<sup>3</sup>Category D, 800-2¼.

<sup>4</sup>Category C, 800-2¼; Category D, 800-2¼.

## MC COOK, NE

MC COOK BEN  
 NELSON RGNL ..... ILS or LOC/DME Rwy 12  
    RNAV (GPS) Rwy 12  
    RNAV (GPS) Rwy 30  
    VOR Rwy 12  
    VOR Rwy 30  
 NA when local weather not available.

## MC PHERSON, KS

MC PHERSON ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
 NA when local weather not available.

## NEBRASKA CITY, NE

NEBRASKA CITY MUNI .. RNAV (GPS) Rwy 15  
    RNAV (GPS) Rwy 33  
 NA when local weather not available.

## NEWTON, KS

NEWTON-CITY-COUNTY .. ILS or LOC Rwy 17  
    RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 35  
    VOR/DME-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**NORFOLK, NE**  
 KARL STEFAN  
 MEMORIAL ..... RNAV (GPS) Rwy 1  
    RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 19  
    RNAV (GPS) Rwy 32

NA when local weather not available.

## NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT  
 LEE BIRD FIELD ..... ILS or LOC Rwy 30<sup>1</sup>  
    VOR Rwy 35<sup>2</sup>

<sup>1</sup>Categories B, C, D, 700-2.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2¼.

## OGALLALA, NE

SEARLE FEILD ..... RNAV (GPS) Rwy 8  
    RNAV (GPS) Rwy 26  
 NA when local weather not available.

## OLATHE, KS

NEW CENTURY  
 AIR CENTER ..... ILS or LOC Rwy 36<sup>12</sup>  
    RNAV (GPS) Rwy 18<sup>2</sup>  
    RNAV (GPS) Rwy 36<sup>2</sup>  
    VOR-A<sup>23</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 800-2¼.

## OMAHA, NE

EPPLEY  
 AIRFIELD ..... ILS or LOC/DME Rwy 14L<sup>1</sup>  
    ILS or LOC/DME Rwy 14R<sup>1</sup>  
    ILS or LOC/DME Rwy 18<sup>1</sup>  
    ILS or LOC Rwy 32L<sup>3</sup>  
    ILS or LOC 32R<sup>2</sup>  
    ILS Rwy 36<sup>1</sup>  
    RNAV (GPS) Rwy 14L<sup>4</sup>  
    RNAV (GPS) Rwy 14R<sup>4</sup>  
    RNAV (GPS) Rwy 18<sup>4</sup>  
    RNAV (GPS) Rwy 32L<sup>5</sup>  
    RNAV (GPS) Rwy 32R<sup>6</sup>  
    RNAV (GPS) Rwy 36<sup>4</sup>  
    6097VOR Rwy 32L<sup>4</sup>

<sup>1</sup>ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.

<sup>3</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

<sup>4</sup>Category D, 800-2¼.

<sup>5</sup>Category D, 800-2¼.

<sup>6</sup>Categories A,B,C,D, 800-2¼.

MILLARD ..... RNAV (GPS) Rwy 12  
    RNAV (GPS) Rwy 30  
 NA when local weather not available. NC-2







NAME ALTERNATE MINIMUMS

**TOPEKA, KS**

FORBES FIELD ..... **ILS or LOC Rwy 31<sup>12</sup>**  
**RNAV (GPS) Rwy 3<sup>3</sup>**  
**RNAV (GPS) Rwy 13<sup>3</sup>**  
**RNAV (GPS) Rwy 21<sup>3</sup>**  
**RNAV (GPS) Rwy 31<sup>3</sup>**
<sup>1</sup>ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

PHILIP BILLARD MUNI ..... **ILS or LOC Rwy 13<sup>1</sup>**  
**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

**VALENTINE, NE**

MILLER FIELD ..... **NDB Rwy 32,900-2.**
**WICHITA, KS**

COLONEL

JAMES JABARA ..... **ILS or LOC/DME Rwy 18<sup>1</sup>**  
**RNAV (GPS) Rwy 18<sup>2</sup>**  
**RNAV (GPS) Rwy 36<sup>2</sup>**  
**RNAV (GPS)-E<sup>2</sup>**  
**VOR-A<sup>2</sup>**

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

WICHITA

MID-CONTINENT ..... **ILS or LOC Rwy 1L<sup>1</sup>**  
**ILS or LOC Rwy 1R<sup>1</sup>**  
**ILS Rwy 19R<sup>1</sup>**  
**ILS or LOC Rwy 19L<sup>2</sup>**  
**VOR Rwy 14<sup>3</sup>**
<sup>1</sup>LOC, Category E, 800-2¼.

<sup>2</sup>Category E, 800-2¼.

<sup>3</sup>Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

**YORK, NE**

YORK MUNI ..... **RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## INSTRUMENT APPROACH PROCEDURE CHARTS

### Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

#### NAME TAKE-OFF MINIMUMS

##### AINSWORTH, NE

AINSWORTH MUNI (ANW)  
ORIG 08157 (FAA)

NOTE: **Rwy 31**, fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

##### ALBION, NE

ALBION MUNI (BVN)  
AMDT 1 08269 (FAA)

NOTE: **Rwy 15**, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33**, trees, vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

##### ATKINSON, NE

STUART-ATKINSON MUNI (8V2)  
ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA.

#### NAME TAKE-OFF MINIMUMS

##### ATWOOD, KS

ATWOOD-RAWLINS COUNTY CITY - CO  
(ADT)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35, 3, 21**, NA-Environmental. **Rwy 16**, 300-1½ or std. w/ min. climb of 285' per NM to 3300.

NOTE: **Rwy 16**, tower 1.2 NM from DER, 352' left of centerline, 255' AGL/3125' MSL. **Rwy 34**, multiple poles beginning 402' from DER, 437' left of centerline, up to 31' AGL/3030' MSL. Vehicle on road 585' from DER, right to left of centerline, up to 15' AGL/3025' MSL.

##### AUGUSTA, KS

AUGUSTA MUNI (3AU)  
ORIG 10154 (FAA)

NOTE: **Rwy 18**, vehicles on road, 294' from DER, left to right of centerline, 15' AGL/1319' MSL. Trees beginning 386' from DER, 498' left of centerline, 100' AGL/1419' MSL. **Rwy 36**, vehicles on highway, 687' from DER, left to right of centerline, 17' AGL/1354' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

**AURORA, NE**

AURORA MUNI - AL POTTER FIELD (AUH)  
ORIG 08269 (FAA)

NOTE: **Rwy 16**, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34**, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

**BASSETT, NE**

ROCK COUNTY (RBE)  
AMDT2 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.  
NOTE: **Rwy 13**, fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31**, rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

**BEATRICE, NE**

BEATRICE MUNI (BIE)  
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, Climb heading 173° to 1900 before proceeding on course.

**BELOIT, KS**

MORITZ MEMORIAL (K61)  
AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26**, NA.  
DEPARTURE PROCEDURE: **Rwys 17, 35**, climb to 2400 before turning east on course.

**BENTON, KS**

LLOYD STEARMAN FIELD (1K1)  
ORIG 10210 (FAA)

NOTE: **Rwy 35**, vehicle on road beginning 20' from DER, left and right of centerline, up to 15' AGL/1384' MSL. Tree 2689' from DER, 1125' left of centerline, 100' AGL/1489' MSL.

**BLAIR, NE**

BLAIR MUNI (BTA)  
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13**, rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31**, trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

**BROKEN BOW, NE**

BROKEN BOW MUNI (BBW)  
AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

**CHANUTE, KS**

CHANUTE MARTIN JOHNSON (CNU)  
ORIG 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1500 before turning right.

NOTE: **Rwy 18**, trains on railroad beginning 210' from DER, from left to right of centerline, up to 23' AGL/1022' MSL. Trees beginning 2437' from DER, from left to right of centerline, up to 100' AGL/1079' MSL. **Rwy 36**, vehicles on road beginning 316' from DER, from left to right of centerline, up to 15' AGL/994' MSL. Trees beginning 447' from DER, 522' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 519' from DER, 619' right of centerline, up to 100' AGL/1079' MSL.

**CLAY CENTER, KS**

CLAY CENTER MUNI (CYW)  
ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

**COFFEYVILLE, KS**

COFFEYVILLE MUNI (CFV)  
AMDT 1 10210 (FAA)

NOTE: **Rwy 17**, trees beginning 3041' from DER, left and right of centerline, up to 100' AGL/849' MSL. **Rwy 35**, trees beginning 2442' from DER, left and right of centerline, up to 100' AGL/859' MSL.

**COLBY, KS**

SHALZ FIELD (CBK)  
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30**, N/A-Environmental.

NOTE: **Rwy 17**, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL.

**Rwy 35**, terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.



**COLUMBUS, NE**

COLUMBUS MUNI (OLU)

AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 331' per NM to 1800.

NOTE: **Rwy 2**, tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14**, multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20**, tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32**, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

**CONCORDIA, KS**

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA.**COZAD, NE**

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Environmental.

NOTE: **Rwy 13**, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL. Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31**, multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

**CRETE, NE**

CRETE MUNI (CEK)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA - Environmental.

NOTE: **Rwy 17**, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35**, numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

**DAVID CITY, NE**

DAVID CITY MUNI (93Y)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-turf runway.

NOTE: **Rwy 32**, trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

**ELKHART, KS**

ELKHART-MORTON COUNTY (EHA)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 221° to 4100 before turning right.

NOTE: **Rwy 4**, tree 181' from DER, 425' left of centerline, 100' AGL/3689' MSL. **Rwy 17**, multiple mobiles beginning 576' from DER, 79' left of centerline, up to 18' AGL/3635' MSL. Vehicles on road beginning 503' from DER, 202' right of centerline, up to 15' AGL/3633' MSL. Vehicles on road beginning 508' from DER, 1' left of centerline, up to 15' AGL/3632' MSL. Post 8' from DER, 306' left of centerline, 3' AGL/3619' MSL. **Rwy 22**, vehicle on road 255' from DER, 485' left of centerline, 15' AGL/3633' MSL. **Rwy 35**, Post 5' from DER, 321' left of centerline, 6' AGL/3609' MSL. Tree 337' from DER, 463' left of centerline, 100' AGL/3709' MSL.

**EMPORIA, KS**

EMPORIA MUNI (EMP)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.

NOTE: **Rwy 19**, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

**EUREKA, KS**

EUREKA MUNI (13K)

ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.



**FAIRBURY, NE**

FAIRBURY MUNI (FBY)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29**, NA-VFR/Turf  
Rwy.

NOTE: **Rwy 17**, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35**, multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

**FALLS CITY, NE**

BRENNER FIELD (FNB)

AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14**, pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32**, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

**FORT LEAVENWORTH, KS**

SHERMAN AAF (FLV)

ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, Climb via heading 155° to 1700 before turning southwest.

NOTE: **Rwy 15**, road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33**, multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

**FORT SCOTT, KS**

FORT SCOTT MUNI (FSK)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36**, multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

**FREMONT, NE**

FREMONT MUNI (FET)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 19**, Climb heading 185° to 1800 before proceeding on course.

NOTE: **Rwy 1**, vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14**, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19**, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32**, multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

**GARDEN CITY, KS**

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: **Rwy 12**, multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.**GARDNER, KS**

GARDNER MUNI (K34)

ORIG-A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.NOTE: **Rwy 26**, multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.

**GOODLAND, KS**

RENNER FIELD/GOODLAND MUNI (GLD)  
AMDT 4 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, NA.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.

NOTE: **Rwy 12**, road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17**, road on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Road on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23**, road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30**, rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

**GORDON, NE**

GORDON MUNI (GRN)  
AMDT 2 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.

DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

**GOTHENBURG, NE**

QUINN FIELD (GTE)  
AMDT 1 81106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

**GRAND ISLAND, NE**

CENTRAL NEBRASKA RGNL (GRI)  
ORIG 07354 (FAA)

NOTE: **Rwy 13**, tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

**GRANT, NE**

GRANT MUNI (GGF)  
ORIG 08213 (FAA)

NOTE: **Rwy 15**, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33**, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

**GREAT BEND, KS**

GREAT BEND MUNI (GBD)  
ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.

NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

**HASTINGS, NE**

HASTINGS MUNI (HSI)  
AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.

NOTE: **Rwy 14**, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

**HAYS, KS**

HAYS RGNL (HYS)  
AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

**HEBRON, NE**

HEBRON MUNI (HJH)  
ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, 300-1.

DEPARTURE PROCEDURE: **All Rwys**: climb straight ahead to 1700 before proceeding on course.

**HILL CITY, KS**

HILL CITY MUNI (HLC)  
ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. with a min. climb of 380' to 2500.

DEPARTURE PROCEDURE: **Rwy 35**, climb via heading 352° to 3100 before turning left.

NOTE: **Rwy 17**, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35**, tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10266

**HOLDREGE, NE**

BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.**HUGOTON, KS**

HUGOTON MUNI (HQB)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20**, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.**HUTCHINSON, KS**

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1 or std. with a min. climb of 370' per NM to 1700.DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.**IMPERIAL, NE**

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.**INDEPENDENCE, KS**

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17**, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35**, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.**IOLA, KS**

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1**, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19**, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.**JUNCTION CITY, KS**

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.**Rwy 18**, 500-2½ or std. with a min. climb of 420' per NM to 1700. **Rwy 36**, 300-2 or std. w/ min climb of 234' per NM to 1500.DEPARTURE PROCEDURE: **Rwy 18**, climb heading 189° to 2200 before turning right. **Rwy 36**, climb heading 009° to 2000 before proceeding on course.NOTE: **Rwy 18**, numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL. Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36**, tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.**KEARNEY, NE**

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, cross departure end of runway at or above 20' AGL/2149' MSL.NOTE: **Rwy 13**, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.**KIMBALL, NE**

KIMBALL MUNI/ROBERT E. ARRAJ FIELD

(IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10**, fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28**, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

10266



**LAWRENCE, KS**

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. w/min. climb of 387' per NM to 1300. **Rwy 33**, 300-1 or std. w/min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1**, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15**, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19**, tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33**, tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

**LEXINGTON, NE**

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, std. w/min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 136° to 3500' before turning right. **Rwy 19**, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14**, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32**, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

**LIBERAL, KS**

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4**, obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL.

**Rwy 35**, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

**LINCOLN, NE**

LINCOLN (LNK)

ORIG-A 10182 (FAA)

NOTE: **Rwy 14**, windsock 262' from DER, 369' left of centerline, 7' AGL/1187' MSL.

**Rwy 17**, light poles beginning 520' from DER, 505' right of centerline, up to 36' AGL/1198' MSL. **Rwy 18**, rod on obstruction light tower 3858' from DER, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35**, warehouse 4463' from DER, 1350' left of centerline, 50' AGL/1369' MSL.

**MANHATTAN, KS**

MANHATTAN RGNL (MHK)

AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 400-2½ or std. w/min. climb of 360' per NM to 1600. **Rwy 13**, 300-1½ or std. w/min. climb of 219' per NM to 1300. **Rwy 31**, 400-2¼ or std. w/min. climb of 277' per NM to 1500.

DEPARTURE PROCEDURE: **All runways**, westbound departures heading 210° through 360° NA. **Rwy 3**, climb heading 034° to 1700 before turning right. **Rwy 31**, departure NA when R-3602B active. NOTE: R-3602B restricted area immediately west of airport.

NOTE: **Rwy 3**, numerous trees beginning 20' from DER, right and left of centerline, up to 100' AGL/1395' MSL. **Rwy 13**, numerous trees beginning 1304' from DER, right and left of centerline, up to 100' AGL/1229' MSL. Light pole, flood light, building, and elevator beginning 33' from DER, 439' left of centerline, up to 50' AGL/1086' MSL. Railroad 905' from DER, 614' right of centerline, 23' AGL/1068' MSL. **Rwy 21**, numerous trees beginning 2350' from DER, right and left of centerline, up to 100' AGL/1169' MSL. Pole 4928' from DER, 1006' right of centerline, 41' AGL/1189' MSL. Pole 3593' from DER, 462' right of centerline, 41' AGL/1189' MSL. Pole 3993' from DER, 461' right of centerline, 41' AGL/1158' MSL. **Rwy 31**, numerous trees beginning 164' from DER, right and left of centerline, up to 100' AGL/1358' MSL. Utility pole 1290' from DER, 435' right of centerline, 25' AGL/1124' MSL.

**MARSHALL AAF (KFR1)**

FORT RILEY, KS . . . . . 07186

Rwy 22, 400-2¾\*

\* Or standard with minimum climb of 273'/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22**: Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4**: Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

**Rwy 22**: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

**MARYSVILLE, KS**

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

**MC CONNELL AFB (KIAB)**

WICHITA, KS . . . . . 09043

TAKE-OFF OBSTACLES: **Rwy 1L**, KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R**, KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

**MC COOK, NE**

MC COOK BEN NELSON RGNL (MCK)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.

NOTE: **Rwy 4**, tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12**, multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22**, pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

**MC PHERSON, KS**

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26**, NA-Environmental.

NOTE: **Rwy 18**, trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36**, bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.

**MINDEN, NE**

PIONEER VILLAGE FIELD (0V3)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16**, trees, guard posts, and street lights beginning 32' from DER, 156' right of centerline, up to 75' AGL/2223' MSL. Trees beginning 193' from DER, 167' left of centerline, up to 67' AGL/2204' MSL. Buildings beginning 1656' from DER, 156' right of centerline, up to 70' AGL/2225' MSL. Power poles beginning 528' from DER, 393' right of centerline, up to 37' AGL/2191' MSL. **Rwy 34**, trees beginning 192' from DER, 156' left of centerline, up to 100' AGL/2269' MSL.

**NEBRASKA CITY, NE**

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.

**NELIGH, NE**

ANTELOPE COUNTY (4V9)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1**, multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13**, tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL.

**Rwy 19**, fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31**, multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

**NORFOLK, NE**

KARL STEFAN MEMORIAL (OFK)

ORIG 09351 (FAA)

NOTE: **Rwy 1**, terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14**, terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19**, terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32**, terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL.

**NORTH PLATTE, NE**

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.



**NORTON, KS**

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-Environmental.  
**Rwy 16**, 400-3.NOTES: **Rwy 16**, Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34**, Tree 630' from departure end of runway, 203' left of centerline, 100' AGL/2489' MSL.**O'NEILL, NE**

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.**OKALEY, KS**

OKALEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16**, bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34**, tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.**OVERLIN, KS**

OVERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.**OFFUTT AFB (KOFF),**

OMAHA, NE . . . . . ORIG, 10126

TAKE-OFF OBSTACLES: **Rwy 12**, Fence Post, 3' AGL/974' MSL, 153' from DER, on centerline. Antenna, 7' AGL/968' MSL, 276' from DER, on centerline. Vehicle, 15' AGL/983' MSL, 170' from DER, 158' left of centerline. Road, 15' AGL/985' MSL, 191' from DER, 1' left of centerline. Railroad, up to 23' AGL/995' MSL, beginning 386' from DER, 55' left of centerline. Multiple trees, up to 110' AGL/1,076' MSL, beginning 3,185' from DER, 68' left of centerline. Terrain, 974' MSL, 0' from DER, 353' right of centerline. Multiple trees, up to 110' AGL/1,088' MSL, beginning 1,150' from DER, 5' right of centerline. **Rwy 30**, Antenna, 7' AGL/1,053' MSL, 201' from DER, on centerline. Multiple trees, up to 110' AGL/1,090' MSL, beginning 296' from DER, 6' left of centerline. Multiple trees, up to 110' AGL/1,098' MSL, beginning 1,267' from DER, 552' right of centerline.**OGALLALA, NE**

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.**OLATHE, KS**

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18**, multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36**, antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.**NEW CENTURY AIRCENTER (IXD)**

ORIG 05300 (FAA)

NOTE: **Rwy 4**, fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18**, tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36**, ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.**OMAHA, NE**

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R**, Climb heading 139° to 2600 before proceeding on course. **Rwy 18**, Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R**, Climb heading 319° to 2600 before proceeding westbound. **Rwy 36**, Climb heading 355° to 2600 before turning left.NOTES: **Rwy 14L**, Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R**, Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18**, Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L**, Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R**, Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36**, Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

**OMAHA, NE (CON'T)**

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1½ or std. w/ min. climb of 370' per NM to 3000.DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 123° to 3200 before proceeding on course. **Rwy 30**, climb via heading 303° to 3000 before proceeding on course.NOTE: **Rwy 12**, multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30**, multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.**ORD, NE**

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.DEPARTURE PROCEDURE: **Rwy 13**, climb heading 131° to 3000 before turning right.NOTE: **Rwy 13**, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31**, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.**OSHKOSH, NE**

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 125° to 4000 before turning right.**OTTAWA, KS**

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 23, 31**, NA.**PARSONS, KS**

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL.Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35**, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.**PHILLIPSBURG, KS**

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA (Turf runway)NOTE: **Rwy 31**, trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.**PITTSBURG, KS**

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10**, 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16**, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.**RUSHVILLE, NE**

MODISSETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14**, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32**, terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.**RUSSELL, KS**

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.NOTE: **Rwy 17**, post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35**, multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

## SALINA, KS

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL.

**Rwy 12**, rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17**, road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18**, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22**, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30**, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36**, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

## SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course.

**Rwy 30**, climb runway heading to 5500 before proceeding on course.

## SEWARD, NE

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, NA.

DEPARTURE PROCEDURE: **Rwy 4**, climb to 2800 before turning on course. **Rwy 16**, climb runway heading to 3500 before turning right. **Rwy 34**, climb runway heading to 3000 before turning left.

## SIDNEY, NE

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21** NA-Environmental.

## SUPERIOR, NE

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.

## SYRACUSE, KS

SYRACUSE-HAMILTON COUNTY MUNI

(3K3)

ORIG 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb heading 293° to 4000 before turning right.

NOTE: **Rwy 13**, vehicle on road beginning 5' from DER, left and right of centerline, up to 15' AGL/3324' MSL. Trees beginning 104' from DER, 288' left of centerline, up to 40' AGL/3349' MSL. Trees beginning 196' from DER, 130' right of centerline, up to 40' AGL/3349' MSL. **Rwy 18**, grain bin 465' from DER, 506' right of centerline, 21' AGL/3331' MSL. Water tower 1898' from DER, 393' left of centerline, 99' AGL/3399' MSL. **Rwy 31**, vehicle on road beginning 26' from DER, 328' left of centerline, up to 15' AGL/3324' MSL. **Rwy 36**, powerlines beginning 1596' from DER, left and right of centerline, up to 52' AGL/3367' MSL.

## TEKAMAH, NE

TEKAMAH MUNI (TQE)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.

NOTE: **Rwy 14**, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32**, trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

## THEDFORD, NE

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: **Rwy 11**, trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29**, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

## TOPEKA, KS

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: **Rwy 3**, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL.

**Rwy 31**, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

**TOPEKA, KS (CON'T)**

PHILIP BILLARD MUNI (TOP)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1¼ or std. w/min. climb of 286' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 22**, climb heading 224° to 1900 before turning right. **Rwy 31**, climb heading 309° to 1800 before turning left.

NOTE: **Rwy 4**, antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13**, tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18**, trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31**, trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36**, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

**ULYSSES, KS**

ULYSSES (ULS)

AMDT 2A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17**, 300-1¼ or std. w/min. climb of 281' per NM to 3500.DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.NOTE: **Rwy 17**, tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.**VALENTINE, NE**

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 4000 before proceeding on course. **Rwy 32**, climb heading 317° to 4000 before proceeding on course.NOTE: **Rwy 14**, multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.**WAHOO, NE**

WAHOO MUNI (AHQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

NOTE: **Rwy 2**, terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20**, fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

**WAYNE, NE**

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: **Rwy 35**, pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

**WELLINGTON, KS**

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: **Rwy 17**, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.**WICHITA, KS**

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.NOTE: **Rwy 36**, 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: **Rwy 1L**, tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.**YORK, NE**

YORK MUNI (JYR)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.NOTE: **Rwy 35**, Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

**AINSWORTH MUNI** (ANW) 6 NW UTC-6(-5DT) N42°34.75' W99°59.58'2589 B **FUEL** 100LL, JET A NOTAM FILE ANW

RWY 17-35: H6824X110 (ASPH) S-30, D-45 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 46'.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 13-31: H5501X75 (ASPH) S-24, D-36 MIRL

RWY 13: VASI(V2L)—GA 3.0° TCH 50'.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+. For svc after hrs call 402-387-1255. 24 hr self svc fuel avbl via credit card system. Seasonal migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 17-35 and MIRL Rwy 13-31, VASI Rwy 13 and Rwy 31, MALSR Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 and REIL Rwy 31 CTAF.

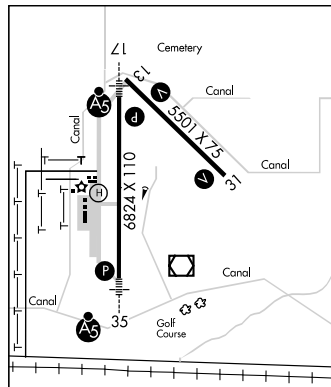
**WEATHER DATA SOURCES:** AWOS-3 118.325 (402) 387-2329.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.4 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANW.

(L) VORW/DME 112.7 ANW Chan 74 N42°34.15' W99°59.38' at fld. 2582/9E. **HIWAS.**



HELIPAD H1: H50X50 (ASPH)

**HELIPORT REMARKS:** Helipad for refueling only—not avbl for instrument approaches.**ALABY** N41°43.78' W98°03.16' NOTAM FILE BVN.

NDB (MHW) 332 BVN at Albion Muni.

**ALBION MUNI** (BVN) 3 NW UTC-6(-5DT) N41°43.71' W98°03.35'1806 B **FUEL** 100LL NOTAM FILE BVN

RWY 15-33: H3700X60 (CONC) MIRL 0.8% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Unattended. For fuel call 402-395-2001/5145. ACTIVATE MIRL Rwy 15-33—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.575 (402) 395-2052.**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 128.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54' W98°21.22' 025° 25.1 NM to fld. 2010/7E.

ALABY NDB (MHW) 332 BVN N41°43.78' W98°03.16' at fld. NOTAM FILE BVN.

OMAHA  
H-5B, L-12H  
IAP

OMAHA  
L-12H

OMAHA  
L-12H  
IAP



WAAS CH <b>99706</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev	<b>5501</b> <b>2587</b> <b>2589</b>
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# RNAV (GPS) RWY 13 AINSWORTH MUNI (ANW)

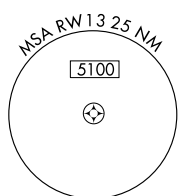
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

**MISSED APPROACH:**  
 Climb to 5000 direct  
 ERUYA and hold.

AWOS-3  
**118.325**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8 (CTAF) 0**



5000 NoPT  
 to FEDPI  
 195° (49.8)

(IAF) WINNER  
 ISD

Procedure NA for arrival on ISD VOR  
 via V71 northwest bound.

(IAF) LESIY

5 NM  
 128°  
 308°

(IF/IAF)  
 FEDPI

(IAF)  
 TOSOE

(FAF)  
 JEPNO

5000  
 048°  
 (19.4)  
 MARSS

5000  
 285°  
 (45.4)  
 GIYED

2649 ±  
 2615 ±  
 RW13  
 2630

MISSED APCH FIX  
 ERUYA  
 128°  
 308°  
 5 NM

ELEV 2589

5 NM  
 Holding Pattern

FEDPI

JEPNO

5000  
 ERUYA

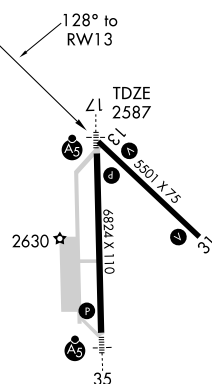
5000  
 308°  
 128°  
 GS 3.00°  
 TCH 50

4200

\*0.8 NM  
 to RW13  
 RW13  
 \*LNAV only

6.1 NM 4 NM 0.8

CATEGORY	A	B	C	D
LPV DA		2837-1	250 (300-1)	
LNAV/VNAV DA		2891-1	304 (400-1)	
LNAV MDA		2900-1	313 (400-1)	
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)



HIRL Rwy 17-35  
 MIRL Rwy 13-31  
 REIL Rwy 31

WAAS CH <b>70417</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg TDZE Apt Elev	<b>6824</b> <b>2589</b> <b>2589</b>
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# RNAV (GPS) RWY 17 AINSWORTH MUNI (ANW)

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).

**T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase DA 70 feet and LNAV/VNAV Cat A/B/C visibility ¼ mile, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR

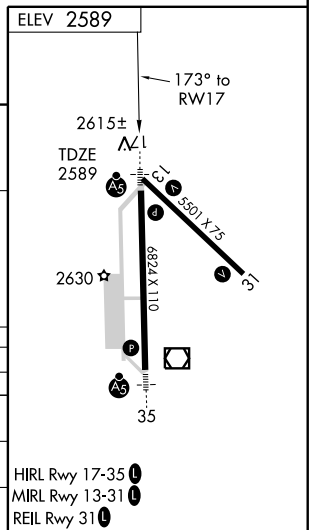
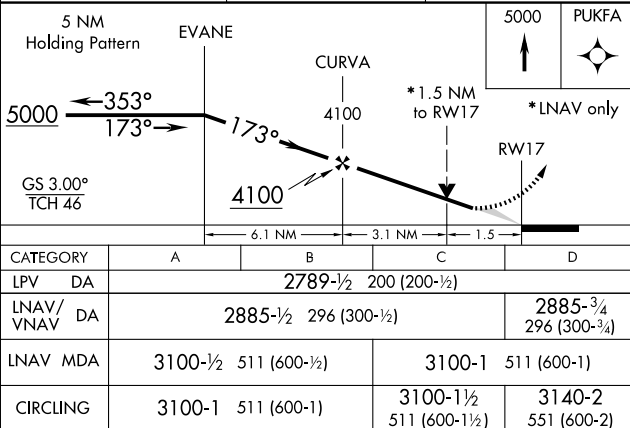
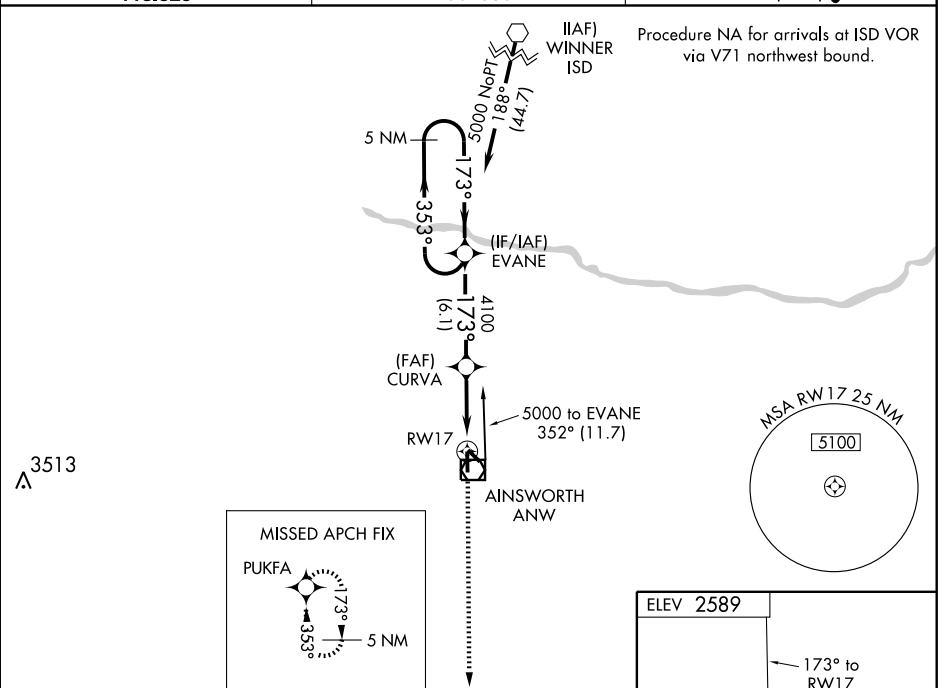


**MISSED  
APPROACH:**  
Climb to 5000  
direct PUKFA  
and hold.

AWOS-3  
**118.325**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8 (CTAF) 1**



WAAS CH <b>86507</b> <b>W31A</b>	APP CRS <b>308°</b>	Rwy Idg <b>5501</b> TDZE <b>2585</b> Apt Elev <b>2589</b>
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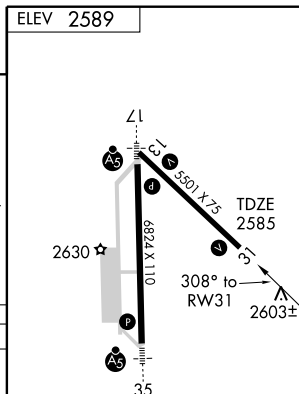
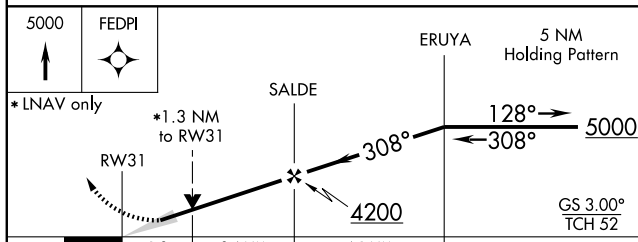
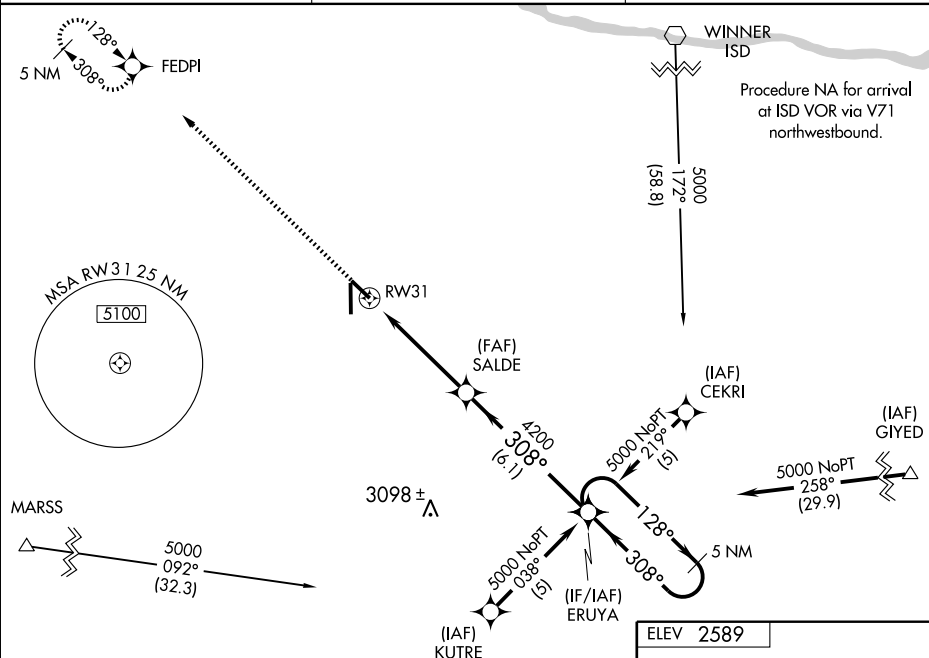
## RNAV (GPS) RWY 31

AINSWORTH MUNI (ANW)

**T** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use **A** Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet, and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

**MISSED APPROACH:**  
Climb to 5000 direct  
FEDPI and hold.

AWOS-3  
**118.325**

DENVER CENTER  
127.95 338.2UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LPV DA	2835-1 250 (300-1)			
RNAV/ VNAV DA	2873-1 288 (300-1)			
RNAV MDA	3060-1 475 (500-1)	3060-1¼ 475 (500-1¼)	3060-1½ 475 (500-1½)	
CIRCLING	3060-1 471 (500-1)	3060-1½ 471 (500-1½)	3140-2 551 (600-2)	

HIRL Rwy 17-35 **L**  
MIRL Rwy 13-31 **L**  
REIL Rwy 31 **L**

WAAS CH <b>81917</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>6824</b> <b>2589</b> <b>2589</b>
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# RNAV (GPS) RWY 35 AINSWORTH MUNI (ANW)

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).  
 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR

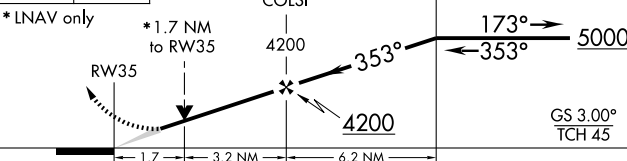
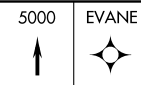
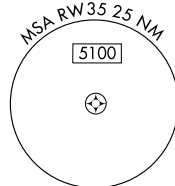
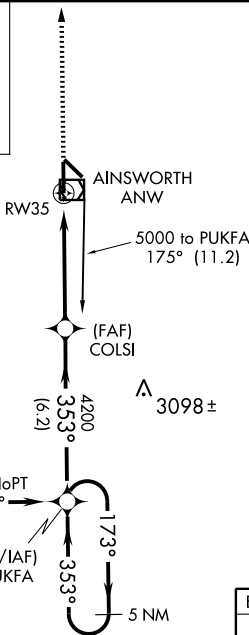
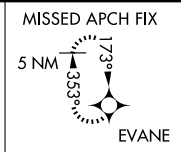


MISSED  
 APPROACH:  
 Climb to 5000  
 direct EVANE  
 and hold.

AWOS-3  
**118.325**

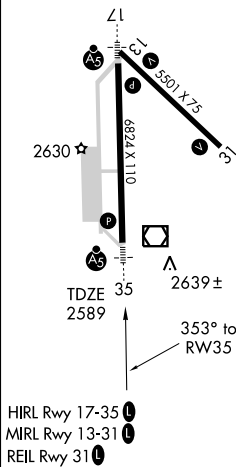
DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
LPV DA	2789-½ 200 (200-½)			
LNAV/VNAV DA	2909-½ 320 (400-½)			
LNAV MDA	3160-½ 571 (600-½)	3160-1 571 (600-1)	3160-1½ 571 (600-1½)	3160-2 571 (600-2)
CIRCLING	3160-1 571 (600-1)	3160-1½ 571 (600-1½)	3160-2 571 (600-2)	3160-2 571 (600-2)



ELEV 2589



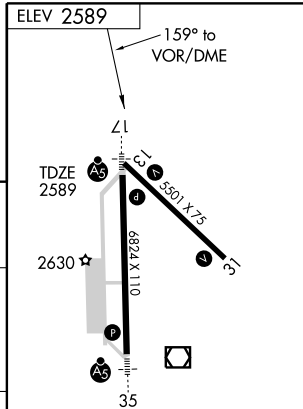
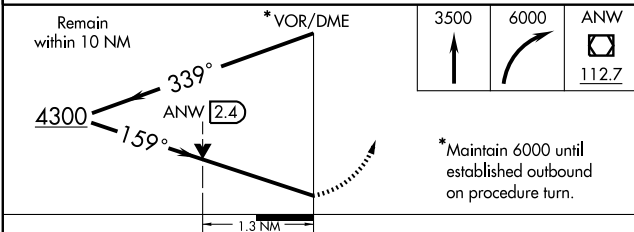
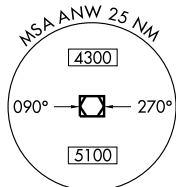
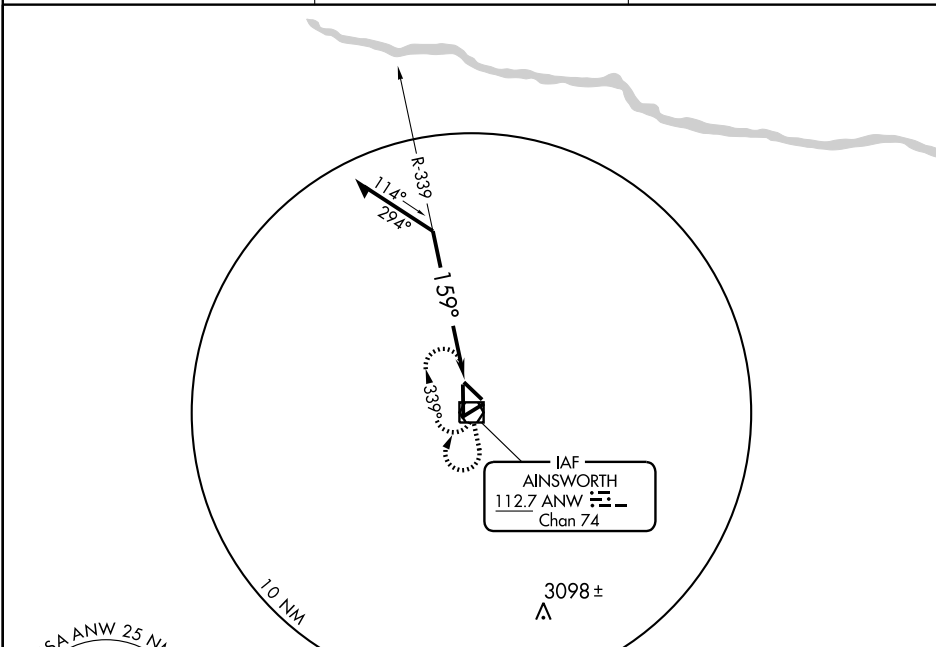
VOR/DME ANW <b>112.7</b> Chan <b>74</b>	APP CRS <b>159°</b>	Rwy Idg TDZE Apt Elev <b>6824</b> <b>2589</b> <b>2589</b>
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# VOR RWY 17



AINSWORTH MUNI(ANW)

		MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct ANW VOR/DME and hold.
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AWOS-3 <b>118.325</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-17	3060-1/2 471 (500-1/2)		3060-3/4 471 (500-3/4)	3060-1 471 (500-1)
CIRCLING	3060-1 471 (500-1)		3060-1 1/2 471 (500-1 1/2)	3140-2 551 (600-2)

HIRL Rwy 17-35	
MIRL Rwy 13-31	
REIL Rwy 31	

VOR/DME ANW  
**112.7**  
Chan **74**

APP CRS  
**008°**

Rwy Idg  
TDZE  
Apt Elev

**6824**  
**2589**  
**2589**

AL-5681 (FAA)

**VOR RWY 35**  
AINSWORTH MUNI(ANW)

▼ For inoperative MALSR increase BIYAG fix minimums  
▲ S-35 Cat D visibility to 1 ¼.

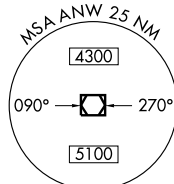
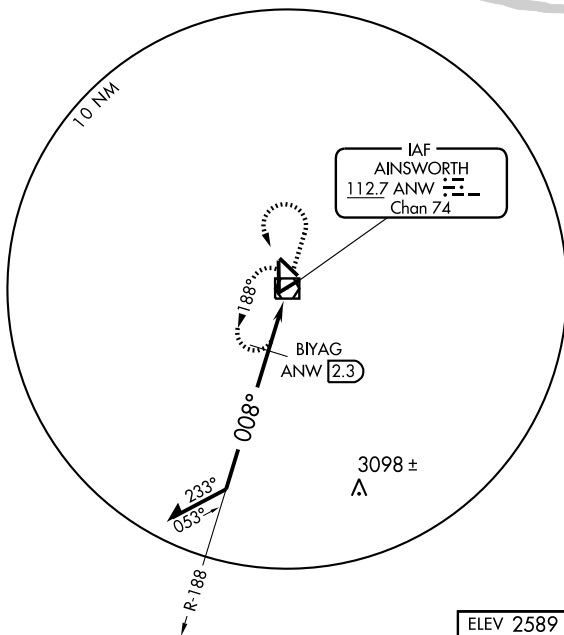


MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct ANW VOR/DME and hold.

AWOS-3  
**118.325**

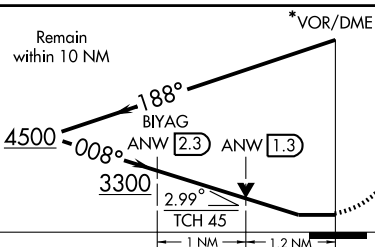
DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8** (CTAF) **0**



ELEV 2589

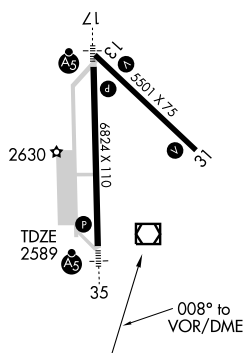
Remain within 10 NM



3500 6000 ANW  
112.7

\* Maintain 6000 until established outbound on procedure turn.

CATEGORY	A	B	C	D
S-35	3300-½	711 (800-½)	3300-1½ 711 (800-1½)	3300-1¾ 711 (800-1¾)
CIRCLING	3300-1	711 (800-1)	3300-2 711 (800-2)	3300-2¼ 711 (800-2¼)
BIYAG FIX MINIMUMS				
S-35	3000-½	411 (500-½)	3000-¾ 411 (500-¾)	3000-1 411 (500-1)
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)



HIRL Rwy 17-35 **0**  
MIRL Rwy 13-31 **0**  
REIL Rwy 31 **0**

**AINSWORTH MUNI** (ANW) 6 NW UTC-6(-5DT) N42°34.75' W99°59.58'2589 B **FUEL** 100LL, JET A NOTAM FILE ANW

RWY 17-35: H6824X110 (ASPH) S-30, D-45 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 46'.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 13-31: H5501X75 (ASPH) S-24, D-36 MIRL

RWY 13: VASI(V2L)—GA 3.0° TCH 50'.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 50'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+. For svc after hrs call 402-387-1255. 24 hr self svc fuel avbl via credit card system. Seasonal migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 17-35 and MIRL Rwy 13-31, VASI Rwy 13 and Rwy 31, MALSR Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 and REIL Rwy 31 CTAF.

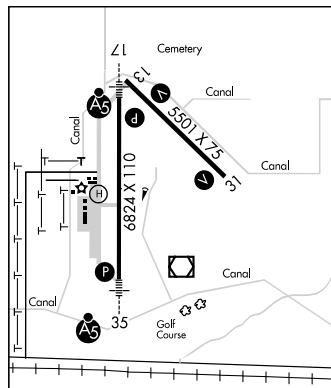
**WEATHER DATA SOURCES:** AWOS-3 118.325 (402) 387-2329.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.4 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANW.

(L) VORW/DME 112.7 ANW Chan 74 N42°34.15' W99°59.38' at fld. 2582/9E. **HIWAS.**



**OMAHA**  
H-5B, L-12H  
IAP

HELIPAD H1: H50X50 (ASPH)

**HELIPORT REMARKS:** Helipad for refueling only—not avbl for instrument approaches.**ALABY** N41°43.78' W98°03.16' NOTAM FILE BVN.

NDB (MHW) 332 BVN at Albion Muni.

**OMAHA**  
L-12H

**ALBION MUNI** (BVN) 3 NW UTC-6(-5DT) N41°43.71' W98°03.35'1806 B **FUEL** 100LL NOTAM FILE BVN

RWY 15-33: H3700X60 (CONC) MIRL 0.8% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Unattended. For fuel call 402-395-2001/5145. ACTIVATE MIRL Rwy 15-33—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.575 (402) 395-2052.**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 128.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54' W98°21.22' 025° 25.1 NM to fld. 2010/7E.

ALABY NDB (MHW) 332 BVN N41°43.78' W98°03.16' at fld. NOTAM FILE BVN.

**OMAHA**  
L-12H  
IAP

NDB BVN <b>332</b>	APP CRS <b>333°</b>	Rwy Idg TDZE Apt Elev	<b>3700</b> <b>1803</b> <b>1806</b>
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# NDB RWY 33

ALBION MUNI (BVN)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 120 feet and increase S-33 Cat A and circling Cat A visibility ¼ mile.

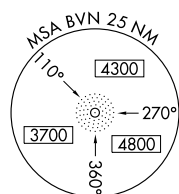
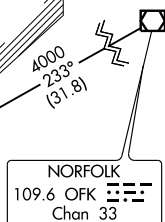
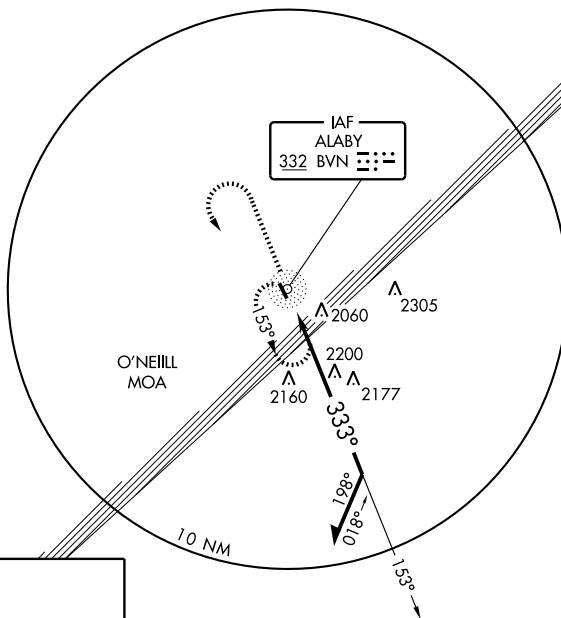
MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct BVN NDB and hold, continue climb-in-hold to 4000.

AWOS-3  
**118.575**

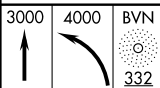
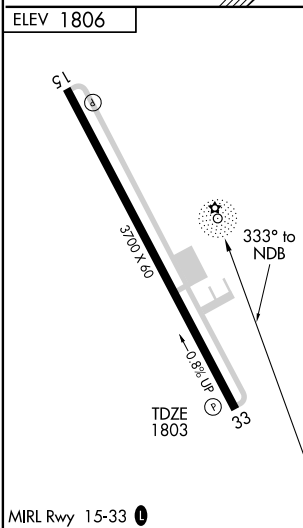
MINNEAPOLIS CENTER  
**128.0 385.5**

CTAF  
**122.9 0**

△ 3283

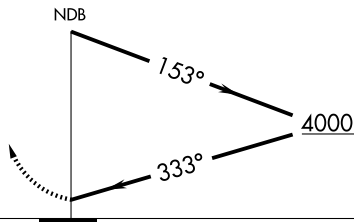


ELEV 1806



Remain  
within 10 NM

NDB



CATEGORY	A	B	C	D
S-33	2600-1 797 (800-1)	2600-1¼ 797 (800-1¼)	NA	
CIRCLING	2600-1 794 (800-1)	2600-1¼ 794 (800-1¼)	NA	

MIRL Rwy 15-33 0





WAAS CH <b>93913</b> <b>W33A</b>	APP CRS <b>328°</b>	Rwy Idg <b>3700</b> TDZE <b>1803</b> Apt Elev <b>1806</b>
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## RNAV (GPS) RWY 33

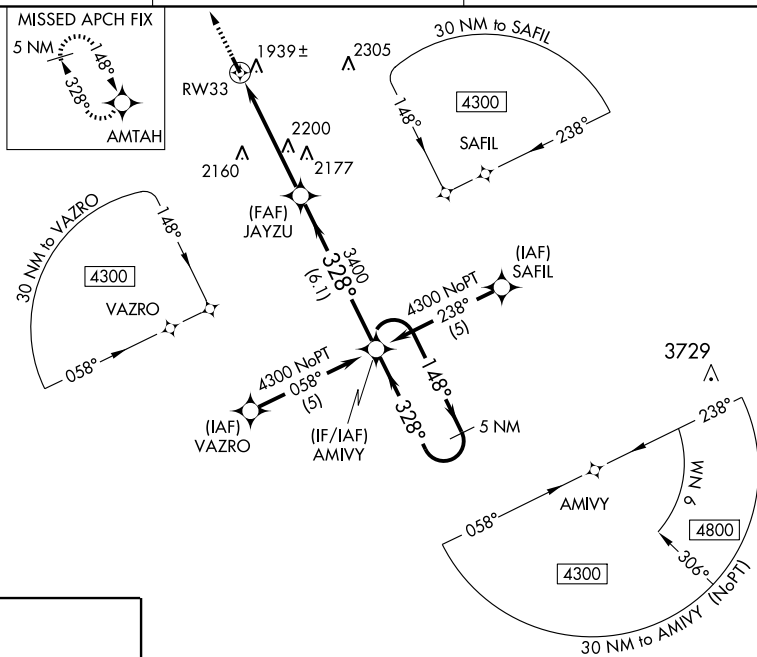
ALBION MUNI (BVN)

**Baro-VNAV NA** when using Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B and Circling Cat B visibility ¼ mile. VDP NA when using Norfolk altimeter setting.

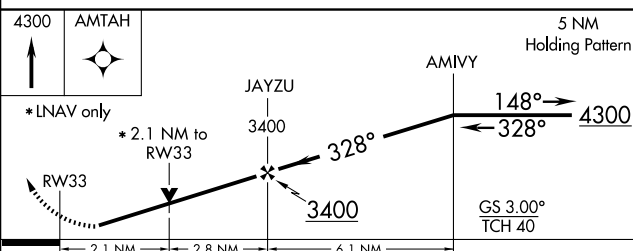
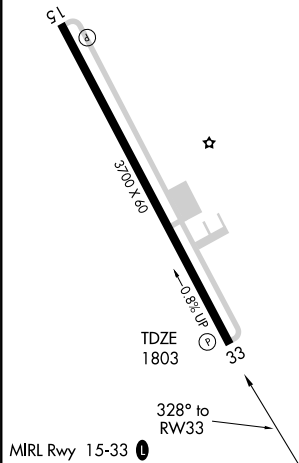
**MISSED APPROACH:**  
Climb to 4300 direct  
AAATALL 11 11

AWOS-3  
118.575

MINNEAPOLIS CENTER  
128.0 385.5

CTAF  
122.9 **L**

ELEV 1806



CATEGORY		A	B	C	D
LPV	DA	2053-1 250 (300-1)		NA	
LNAV/ VNAV	DA	2279-1 <sup>3</sup> / <sub>4</sub> 476 (500-1 <sup>3</sup> / <sub>4</sub> )		NA	
LNAV	MDA	2500-1 697 (700-1)		NA	
CIRCLING		2500-1 694 (700-1)		NA	

ALBION, NEBRASKA  
Amdt 2 09295

41° 44' N-98° 03' W

ALBION MUNI (BVN)

## RNAV (GPS) RWY 33

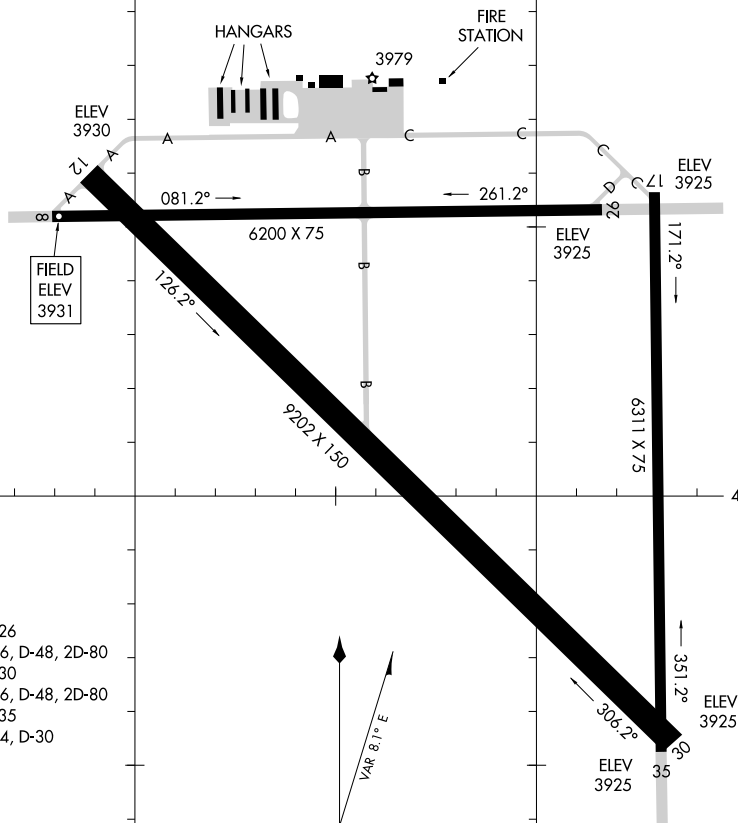
NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

10210

## AIRPORT DIAGRAM

AL-16 (FAA)

ALLIANCE MUNI (AIA)  
ALLIANCE, NEBRASKAASOS  
135.075  
CTAF/UNICOM  
123.0

RWY 08-26  
S-36, D-48, 2D-80  
RWY 12-30  
S-36, D-48, 2D-80  
RWY 17-35  
S-24, D-30

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

102° 49' W

102° 48' W

## AIRPORT DIAGRAM

ALLIANCE, NEBRASKA  
ALLIANCE MUNI (AIA)

10210

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

**ALLIANCE MUNI** (AIA) 3 SE UTC-7(-6DT) N42°03.19' W102°48.23'3931 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE AIA

RWY 12-30: H9202X150 (ASPH-AFSC) S-36, D-48, 2D-80 MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 41'.

RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 08-26: H6200X75 (ASPH-PFC) S-36, D-48, 2D-80 MIRL

RWY 17-35: H6311X75 (ASPH) S-24, D-30

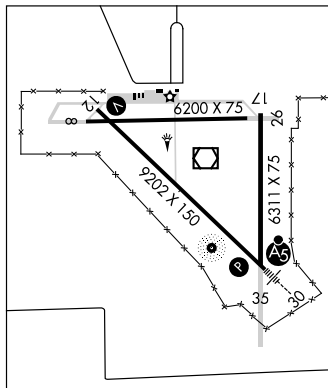
**AIRPORT REMARKS:** Attended continuously. Haying ops on interior of arpt during summer months. Rwy 08-26 designated calm wind. Aerial spraying ops on and in/ovf arpt. Occasional use by acft with no radio. Back taxiing. Ultralight and glider ops on and in/ovf arpt. Rwy 12-30—PFC first 6,200' on approach end of Rwy 12. Rwy 17-35 unavbl for use by acft with more than 9 passenger seats. ACTIVATE MIRL Rwy 12-30 and Rwy 08-26, VASI Rwy 12, PAPI Rwy 30 and REIL Rwy 12 and MALSR Rwy 30—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.075 (308) 762-1221.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.3 (COLUMBUS RADIO)

® **DENVER CENTER APP/DEP CON** 127.95

**AIRSPACE:** **CLASS E** svc 1200-0200Z± except holidays other times  
CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AIA.(L) **VORW/DME** 111.8 AIA Chan 55 N42°03.34' W102°48.27' at fld. 3927/11E.**NDB (MHW)** 380 ALU N42°02.59' W102°47.97' at fld.**ILS/DME** 108.35 I-BYE Chan 20(Y) Rwy 30 LOC only. ILS unmonitored.**CHEYENNE**

H-5A, L-12G

IAP, AD

**ALMA****ALMA MUNI** (4D9) 1 NE UTC-6(-5DT) N40°06.83' W99°20.74'2070 **FUEL** 100LL NOTAM FILE OLU

RWY 17-35: 3280X120 (TURF)

RWY 17: Road. RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. 24 hr self svc fuel avbl via credit card system. Rwy 17-35 marked with yellow cones.**COMMUNICATIONS:** CTAF 122.9**OMAHA****HARLAN CO LAKE SPB** (H63) 6 SW UTC-6(5-5DT) N40°02.58' W99°15.06'

1946 NOTAM FILE OLU

**WATERWAY E-W:** 15000X4000 (WATER)**SEAPLANE REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9**OMAHA****ANOKE** N40°37.57' W99°01.54' NOTAM FILE EAR.**NDB (LOM)** 422 EA 359° 6.1 NM to Kearney Rgnl. Unmonitored.**OMAHA****ANTELOPE CO** (See NELIGH)

LOC/DME I-BYE  
**108.35**  
Chan **20 (Y)**

APP CRS  
**303°**

Rwy Idg **9202**  
TDZE **3927**  
Apt Elev **3931**

# ILS or LOC/DME RWY 30

ALLIANCE MUNI (AIA)

**▲ NA** Circling to Rwy 8 NA at night. For inoperative MALSR when using Scottsbluff altimeter setting increase S-ILS 30 visibility all Cats to 1 mile. When local altimeter setting not received, use Scottsbluff altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 30 Cats C/D visibility ½ mile, Circling Cat C ½ mile and Cat D ¼ mile. VDP NA when using Scottsbluff altimeter setting.

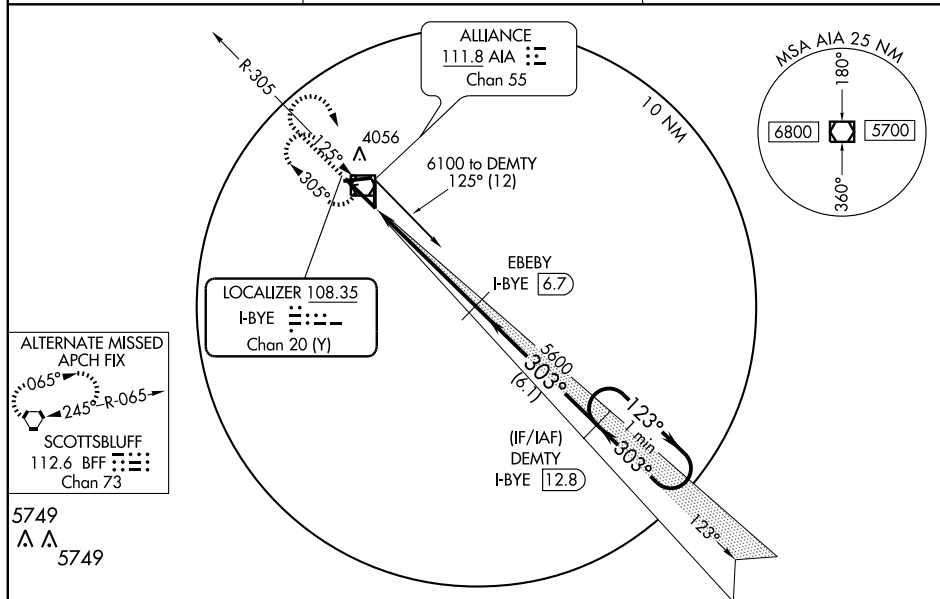


**MISSED APPROACH:**  
Climb to 5700 then right turn direct AIA VOR/DME and hold.

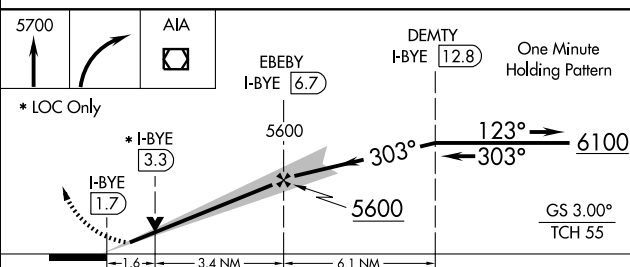
ASOS  
**135.075**

DENVER CENTER  
**127.95 338.2**

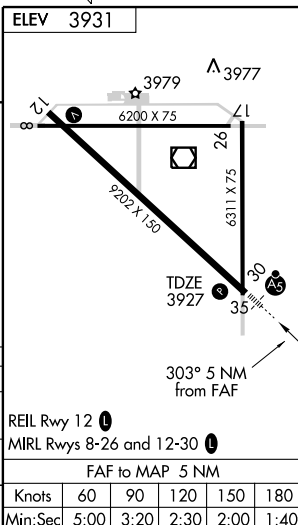
UNICOM  
**123.0 (CTAF) 0**



5749  
▲ ▲ 5749



CATEGORY	A	B	C	D
S-ILS 30	4127-½ 200 (200-½)			
S-LOC 30	4500-½ 573 (600-½)	4520-1 573 (600-1)	4520-2 573 (600-1½)	4500-1¼ 573 (600-1¼)
CIRCLING	4500-1 569 (600-1)	4520-1½ 589 (600-1½)	4520-2 589 (600-2)	4500-1¼ 573 (600-1¼)



NDB ALU <b>380</b>	APP CRS <b>127°</b>	Rwy Idg TDZE Apt Elev	<b>9202</b> <b>3928</b> <b>3929</b>
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# NDB RWY 12

ALLIANCE MUNI (AIA)

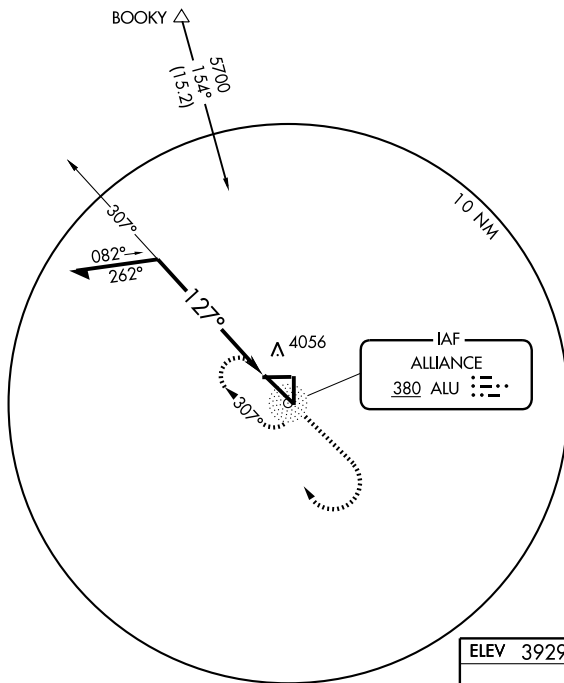
▲ NA

MISSED APPROACH: Climb to 5700 then right turn direct ALU NDB and hold.

ASOS  
**135.075**

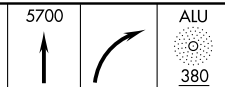
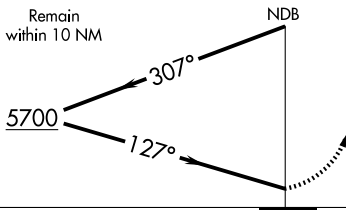
DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0 (CTAF) 0**

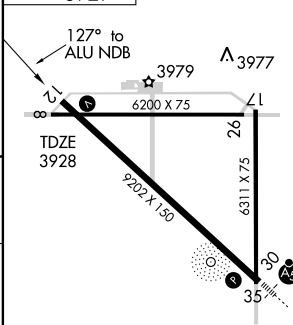


5749 ▲ ▲ 5749

Remain  
within 10 NM



ELEV 3929



CATEGORY	A	B	C	D	E
S-12	4580-1 652 (700-1)		4580-1¾ 652 (700-1¾)	4580-2 652 (700-2)	NA
CIRCLING	4580-1 651 (700-1)		4580-1¾ 651 (700-1¾)	4580-2 651 (700-2)	NA

REIL Rwy 12 0

MIRL Rwy 8-26 and 12-30 0

Knots	60	90	120	150	180
Min:Sec					

APP CRS  
078°

Rwy Idg	<b>6200</b>
TDZE	<b>3931</b>
Apt Elev	<b>3931</b>

## RNAV (GPS) RWY 8

ALLIANCE MUNI (AIA)

**A** all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scissorsbluff altimeter setting.

**MISSED APPROACH:** Climb to 5700 direct JEKTI and hold.

ASOS

**135.075**

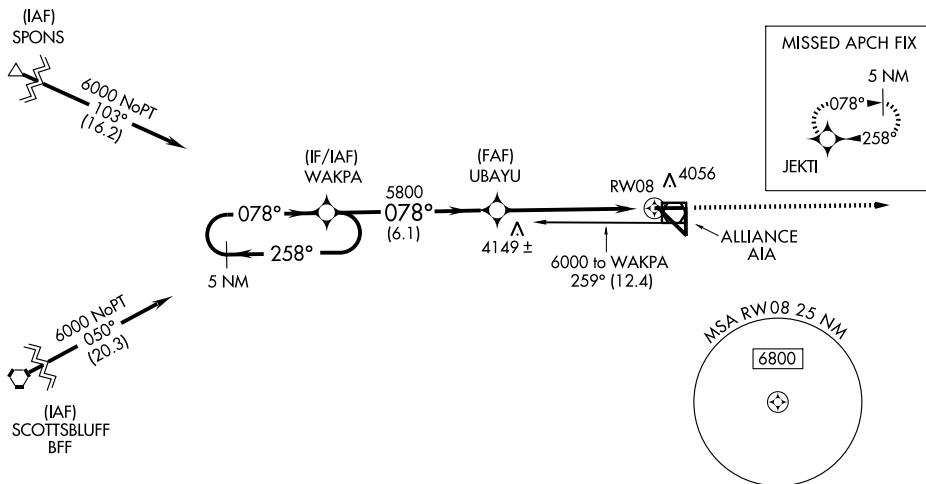
DENVER CENTER

**127.95    338.2**

UNICOM

123.0 (CTAF) **L**

### Procedure NA for arrivals at BFF VORTAC via V524 northwest bound

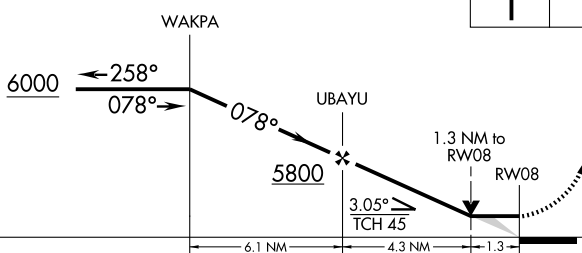


5749  $\Delta$   $\Delta$  5749

5 NM  
Holding Pattern

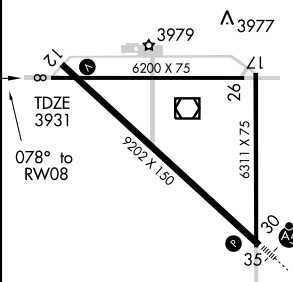
5700

JEKTI



CATEGORY	A	B	C	D
LNAV MDA	4400-1	469 (500-1)	4400-1½ 469 (500-1½)	4400-1½ 469 (500-1½)
CIRCLING	4400-1	469 (500-1)	4400-1½ 509 (600-1½)	4500-2 569 (600-2)

ELEV 3931

REIL Rwy 12 **L**MIRL Rwy 8-26 and 12-30 **L**ALLIANCE, NEBRASKA  
Orig 08269

42° 03'N-102°48'W

ALLIANCE MUNI (AIA)

RNAV (GPS) RWY 8

NC-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>61202</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>9202</b> <b>3930</b> <b>3931</b>
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# RNAV (GPS) RWY 12

ALLIANCE MUNI (A1A)

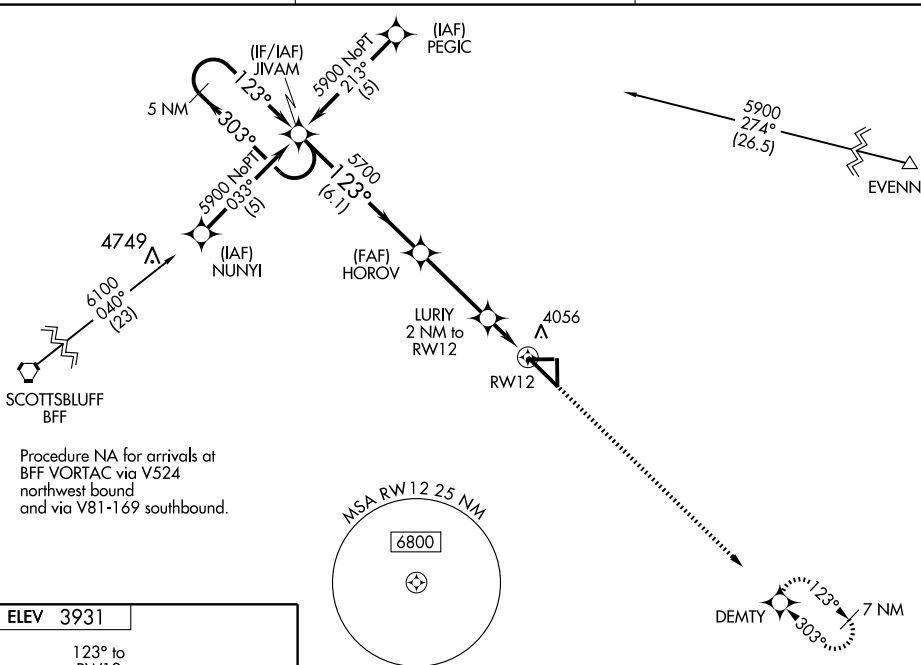
**▲** If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. BARO-VNAV NA when using Scottsbluff altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6100  
direct DEMTY and hold.

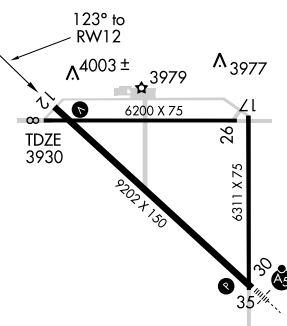
ASOS  
**135.075**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0 (CTAF) 0**



ELEV 3931



REIL Rwy 12 0  
MIRL Rwy 8-26 and 12-30 0

5 NM Holding Pattern	JIVAM		HOROV		6100	DEMTY
	5900		5700		4600	
GS 3.00° TCH 39		6.1 NM		3.4 NM	0.9	1.1
CATEGORY	A	B	C	D		
LPV DA	4180-1		250 (300-1)			
LNAV/VNAV DA	4273-1¼		343 (400-1¼)			
LNAV MDA	4320-1		390 (400-1)		4320-1¼ 390 (400-1¼)	
CIRCLING	4360-1¼ 429 (500-1¼)	4400-1¼ 469 (500-1¼)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)		



APP CRS **258°**  
 Rwy Idg **6200**  
 TDZE **3927**  
 Apt Elev **3931**

# RNAV (GPS) RWY 26

ALLIANCE MUNI (AIA)



If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

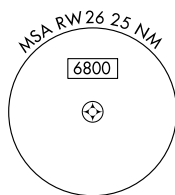
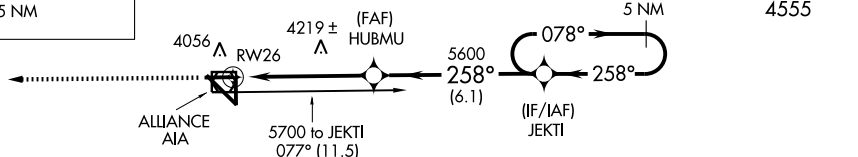
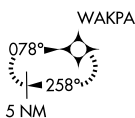
MISSED APPROACH: Climb to 6000 direct WAKPA and hold.

ASOS  
**135.075**

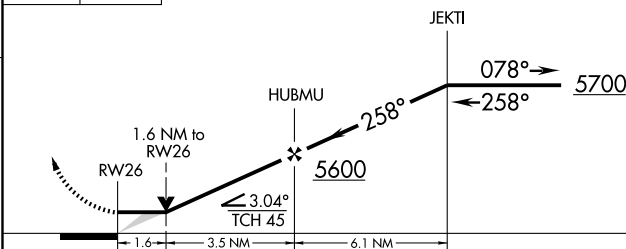
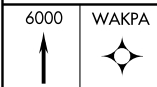
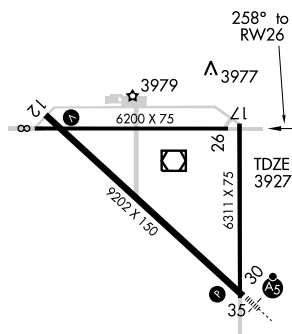
DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0 (CTAF) 0**

## MISSED APCH FIX



ELEV 3931



CATEGORY	A	B	C	D
LNAV MDA	4480-1	553 (600-1)	4480-1½ 553 (600-1½)	4480-1¾ 553 (600-1¾)
CIRCLING	4480-1	549 (600-1)	4480-1½ 549 (600-1½)	4500-2 569 (600-2)

REIL Rwy 12 0  
 MRL Rwy 8-26 and 12-30 0

ALLIANCE, NEBRASKA  
 Orig 08269

42°03'N-102°48'W

ALLIANCE MUNI (AIA)  
**RNAV (GPS) RWY 26**

WAAS CH <b>82102</b> <b>W30A</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	<b>9202</b> <b>3927</b> <b>3931</b>
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# RNAV (GPS) RWY 30

ALLIANCE MUNI (AIA)

**⚠** Circling to Rwy 8 NA at night. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Scottsbluff altimeter setting. When local altimeter setting not received, use Scottsbluff altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase LNAV/VNAV Cats A, B, C and LNAV Cats C, D visibility ¼ mile, increase Circling Cat C ½ mile and Cat D ¼ mile.



MALSR

**MISSED APPROACH:**  
Climb to 5900 direct JIVAM and hold.

ASOS

**135.075**

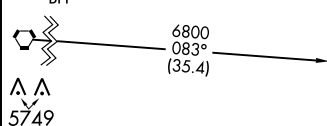
DENVER CENTER

**127.95 338.2**

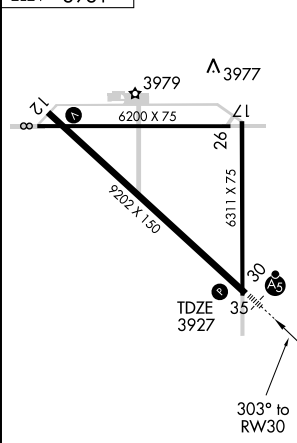
UNICOM

**123.0 (CTAF) 0**

MISSED APCH FIX

SCOTTSBLUFF  
BFF

ELEV 3931



REIL Rwy 12 0

MIRL Rwy 8-26 and 12-30 0

5900 JIVAM		*LNAV only		7 NM Holding Pattern	
ZUNUB 2.4 NM to RW30		EBEBY 5600		DEMTY 6100	
*1.3 NM to RW30		*4740		123° → 6100	
RW30		5600		← 303°	
1.3		1.1		2.6 NM	
CATEGORY		A		B	
LPV DA		4127-½		200 (200-½)	
LNAV/VNAV DA		4221-½		294 (300-½)	
LNAV MDA		4400-½		473 (500-½)	
CIRCLING		4400-1		4520-1½	
		469 (500-1)		589 (600-1½)	
		4500-1		4520-2	
		569 (600-1)		589 (600-2)	

VOR/DME AIA  
**111.8**  
Chan **55**

APP CRS  
**111°**

Rwy Idg **9202**  
TDZE **3928**  
Apt Elev **3929**

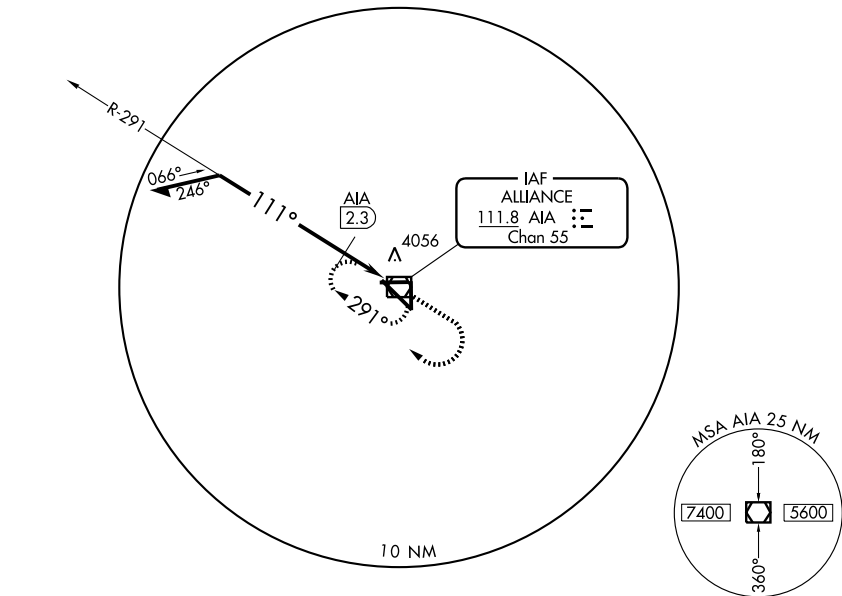
**VOR RWY 12**  
ALLIANCE MUNI (AIA)

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS  
**135.075**

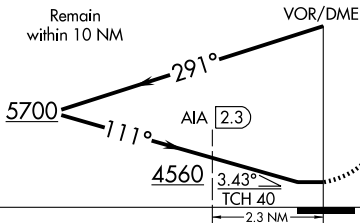
DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0** (CTAF) **1**



5749  $\Delta$   $\Delta$  5749

Remain within 10 NM



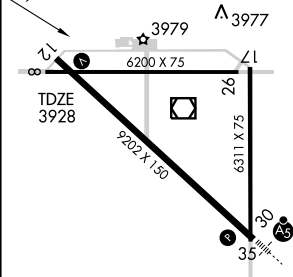
5700

AIA 111.8

VGSI and Descent Angle not coincident.

ELEV 3929

111° to AIA VOR/DME



CATEGORY	A	B	C	D
S-12	4560-1 632 (700-1)		4560-1 632 (700-1 3/4)	4560-2 632 (700-2)
CIRCLING	4560-1 631 (700-1)		4560-1 631 (700-1 3/4)	4560-2 631 (700-2)
DME MINIMUMS				
S-12	4380-1 452 (500-1)		4380-1 452 (500-1 1/4)	4380-1 452 (500-1 1/2)
CIRCLING	4420-1 491 (500-1)		4420-1 491 (500-1 1/2)	4480-2 551 (600-2)

REIL Rwy 12 **1**

MIRL Rwy 8-26 and 12-30 **1**

Knots	60	90	120	150	180
Min:Sec					

VOR/DME AIA  
**111.8**  
Chan **55**

APP CRS  
314°

Rwy Idg	<b>9202</b>
TDZE	<b>3927</b>
Apt Elev	<b>3931</b>

VOR RWY 30  
ALLIANCE MUNI (AIA)

**A** If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. For inoperative MALSR, increase S-30 Cats A and B visibility to 1. For inoperative MALSR, increase CURYA fix minimums Cats A and B visibility to 1. VDP NA when using Scottsbluff altimeter setting.


MALSR

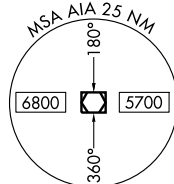
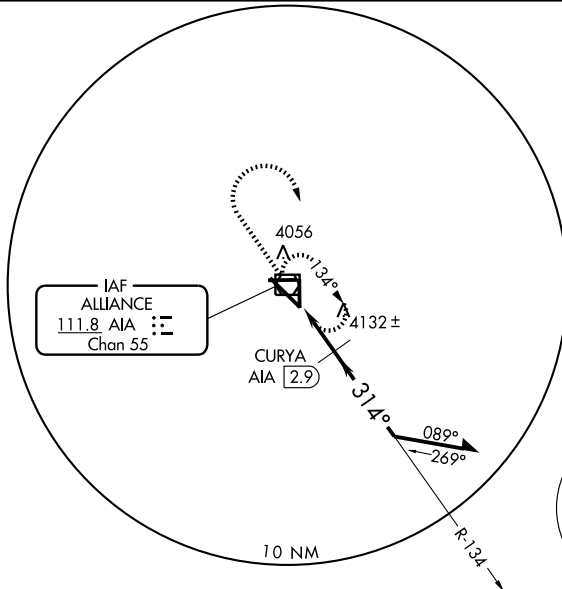


**MISSED APPROACH:** Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS  
135.075

DENVER CENTER  
127.95 338.2

UNICOM  
123.0 (CTAF) 



5749     5749

5700

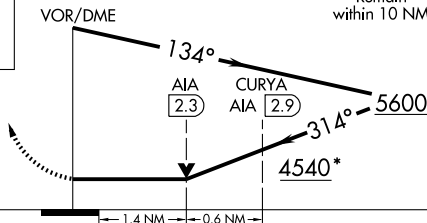


AIA  
  
111.

VOR/DME

Remain  
within 10 NM

\* 4640 when using  
Scottsbluff altimeter  
setting.

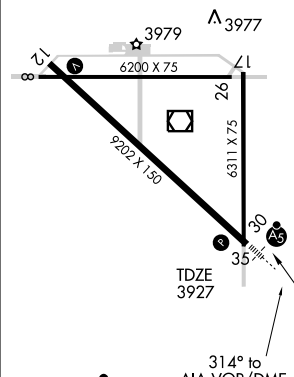


CATEGORY	A	B	C	D
S-30	4540- <sup>3</sup> / <sub>4</sub> 613 (700- <sup>3</sup> / <sub>4</sub> )		4540-1 <sup>1</sup> / <sub>4</sub> 613 (700-1 <sup>1</sup> / <sub>4</sub> )	4540-1 <sup>1</sup> / <sub>2</sub> 613 (700-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	4540-1 609 (700-1)		4540-1 <sup>3</sup> / <sub>4</sub> 609 (700-1 <sup>3</sup> / <sub>4</sub> )	4540-2 609 (700-2)

## CURYA FIX MINIMUMS

S-30	4400-3/4 473 (500-3/4)		4400-1 473 (500-1)
CIRCLING	4400-1 469 (500-1)	4440-1 1/2 509 (600-1 1/2)	4500-2 569 (600-2)

ELEV 3931

REIL Rwy 12 **L**MIRL Rwy 8-26 and 12-30 **L**

Knots	60	90	120	150	180
Min:Sec					

**ARAPAHOE MUNI** (37V) 2 N UTC-6(-5DT) N40°20.37' W99°54.39'

2270 B **FUEL** 100LL NOTAM FILE OLU

**RWY 15-33:** H3000X50 (ASPH) LIRL

**RWY 33:** Road.

**AIRPORT REMARKS:** Attended 1500-0200Z+. 24 hr self svc fuel avbl via credit card system.

**COMMUNICATIONS:** CTAF 122.9

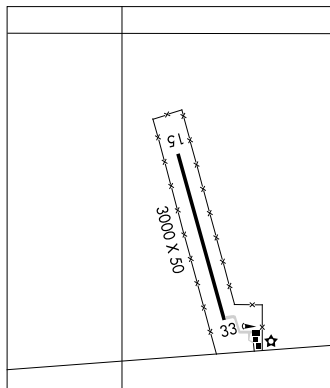
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCK.

**McCOOK (H) VORW/DME** 115.3 MCK Chan 100 N40°12.23'

W100°35.65' 067° 32.6 NM to fld. 2571/8E.

OMAHA

L-10H



## ATKINSON

**STUART-ATKINSON MUNI** (8V2) 3 NW UTC-6(-5DT) N42°33.75' W99°02.27'

2130 B **FUEL** 100LL NOTAM FILE OLU

**RWY 11-29:** H4040X50 (ASPH) S-4 LIRL

**RWY 29:** Thld dsplcd 140'. Road.

**RWY 05-23:** 3000X100 (TURF)

**RWY 05:** Railroad.

**RWY 23:** Road.

**AIRPORT REMARKS:** Unattended. For fuel call 402-925-5527 or 402-340-0388. Rwy 05-23 narrowed to 100', centerline stayed the same. Rwy 05-23 marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9

**MINNEAPOLIS CENTER APP/DEP CON** 128.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ONL.

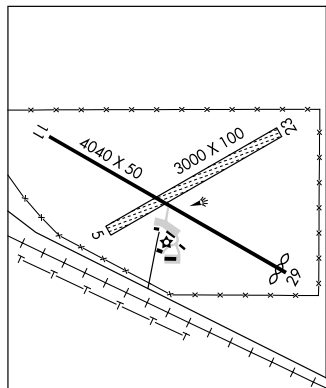
**O'NEILL (H) VORTACW** 113.9 ONL Chan 86 N42°28.23'

W98°41.22' 280° 16.5 NM to fld. 2030/10E. **HIWAS.**

OMAHA

L-12H

IAP



APP CRS	Rwy Idg	<b>3900</b>
<b>293°</b>	TDZE	<b>2123</b>
	Apt Elev	<b>2128</b>

**GPS RWY 29**

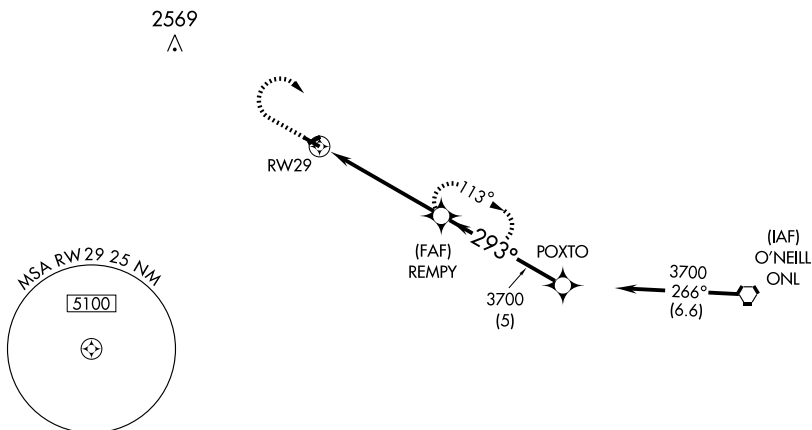
ATKINSON/STUART-ATKINSON MUNI (8V2)

▼ Use O'Neill altimeter setting.  
 ▲ NA

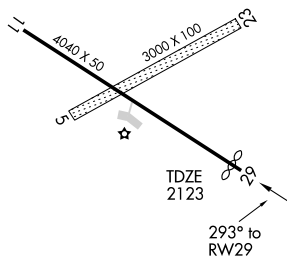
MISSED APPROACH: Climb to 3700 then right turn direct REMPY WP and hold.

MINNEAPOLIS CENTER  
**128.0 385.5**

CTAF  
**122.9**



ELEV 2128 Rwy 29 Idg 3900'



	3700	REMPY		
			REMPY	POXTO
			293°	3700
			3700	Procedure Turn NA
	5 NM		5 NM	
CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

URL RWY 11-29

ATKINSON, NEBRASKA

Orig 05020

ATKINSON/STUART-ATKINSON MUNI (8V2)

42°34'N-99°02'W

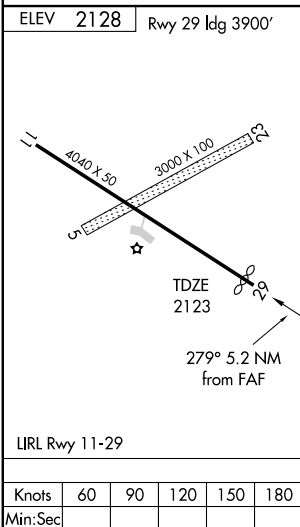
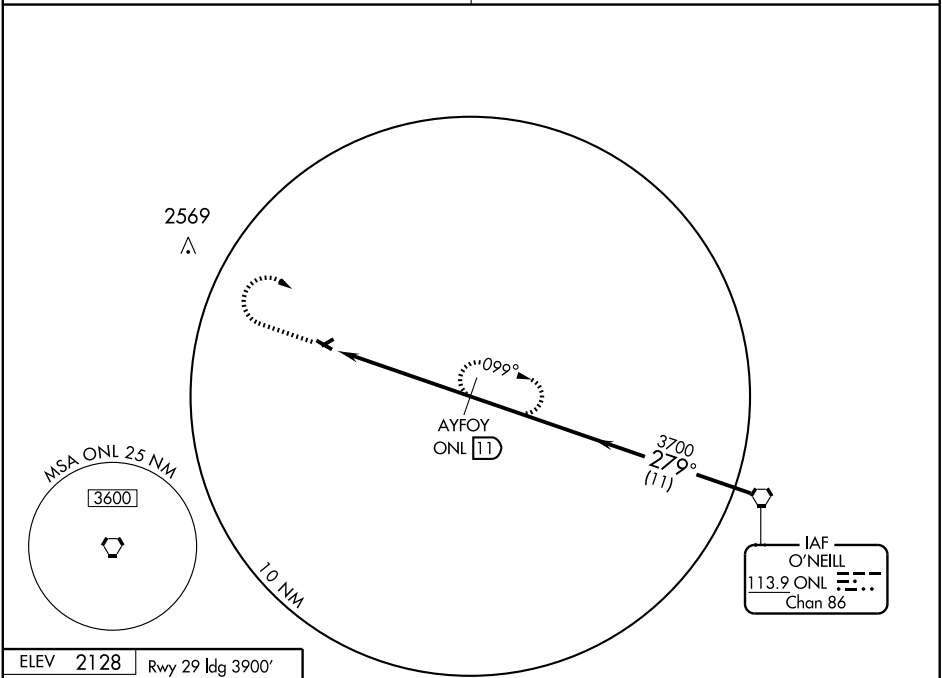
**GPS RWY 29**

VORTAC ONL <b>113.9</b> Chan <b>86</b>	APP CRS <b>279°</b>	Rwy Idg TDZE <b>2123</b> Apt Elev <b>2128</b>
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# VOR/DME RWY 29

ATKINSON/STUART-ATKINSON MUNI (8V2)

<p>▼ Use O'Neill altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3700 then right turn via ONL R-279 to AYFOY 11 DME and hold.</p>
<p>MINNEAPOLIS CENTER <b>128.0 385.5</b></p>	<p>CTAF <b>122.9</b></p>



3700	ONL R-279	AYFOY ONL 11	AYFOY ONL 11	VORTAC
				Procedure Turn NA
ONL 16.2	279°	3700	279°	3700
	5.2 NM		11 NM	
CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA



## AUBURN

**FARINGTON FLD** (KØ1) 3 E UTC-6(-5DT) N40°23.25' W95°47.35'

OMAHA

932 B FUEL 100LL TPA-1932(1000) NOTAM FILE OLU

RWY 16-34: 4000X100 (TURF) MIRL

RWY 16: Road.

RWY 02-20: 1600X80 (TURF)

RWY 02: Tree.

RWY 20: Thld dsplcd 200'. Tree.

**AIRPORT REMARKS:** Unattended. For svc after hours call 402-274-4093. Rwy 02-20 and Rwy 16-34 not plowed winter months. Rwy 20 dsplcd thld marked with three yellow cones each side. ACTIVATE MIRL Rwy 16-34 0400-1200Z±-CTAF.

**COMMUNICATIONS:** CTAF 122.9

**AURORA MUNI-AL POTTER FLD** (AUH) 2 N UTC-6(-5DT) N40°53.65' W97°59.67'

OMAHA

1803 B S4 FUEL 100LL NOTAM FILE AUH

L-101

RWY 16-34: H4301X75 (ASPH) S-5 MIRL

IAP

RWY 16: PAPI(P2L)-GA 3.0° TCH 40'. Road.

RWY 34: PAPI(P2L)-GA 3.0° TCH 40'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±.

**WEATHER DATA SOURCES:** AWOS-3 121.225 (402) 694-5472.

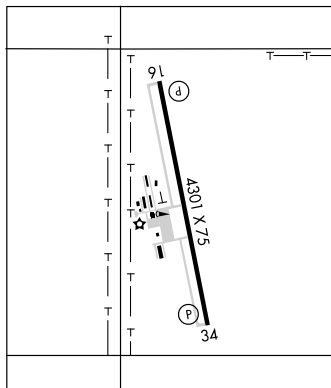
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04'

W98°18.89' 103° 15.5 NM to fld. 1840/7E.



## BASSETT

**ROCK CO** (RBE) 2 SW UTC-6(-5DT) N42°34.27' W99°34.17'

OMAHA

2349 B FUEL 100LL NOTAM FILE OLU

L-12H

RWY 13-31: H4699X75 (CONC) S-4 MIRL

IAP

RWY 13: PAPI (P2L)-GA 3.0° TCH 40'. Road.

RWY 31: PAPI (P2L)-GA 3.0° TCH 40'.

RWY 02-20: 2202X120 (TURF)

RWY 02: Pole.

RWY 20: Road.

**AIRPORT REMARKS:** Unattended. For fuel call 684-3436. Deer on and invof arpt. Rwy 02 pole is an obstruction during irrigation season only. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31-122.8.

**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

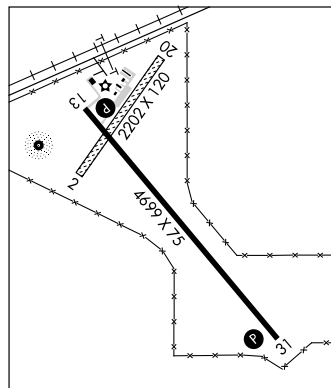
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANW.

AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15'

W99°59.38' 081° 18.7 NM to fld. 2582/9E. HIWAS.

NDB (MHW) 341 RBE N42°34.42' W99°34.67' at fld.

NOTAM FILE OLU.



WAAS CH <b>77809</b> <b>W16A</b>	APP CRS <b>163°</b>	Rwy Idg TDZE <b>1803</b> Apt Elev <b>1803</b>
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# RNAV (GPS) RWY 16

## AURORA MUNI-AL POTTER FIELD (AUH)

**▼** Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cals visibility ¼ mile. VDP NA when using Grand Island altimeter setting.

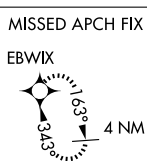
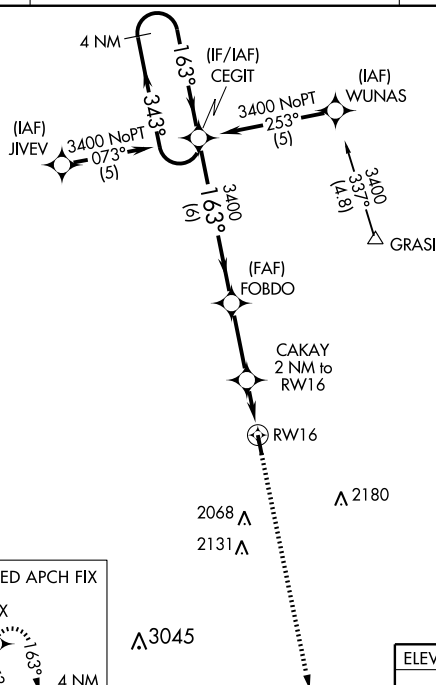
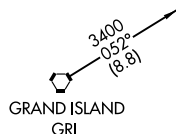
**MISSED APPROACH:**  
Climb to 3400 direct  
EBWIX and hold.

AWOS-3  
**121.225**

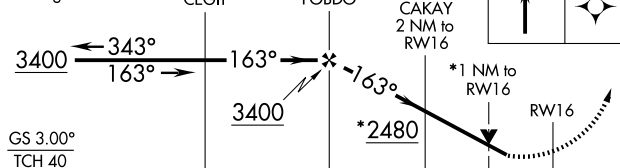
MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8 (CTAF)**

Procedure NA for arrival  
on GRI VORTAC airway  
radials 077° CW 108°.

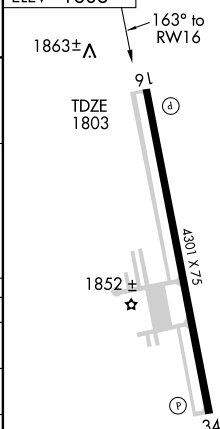


4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	2102-1	299 (300-1)	NA	NA
LNAV/VNAV DA	2133-1¼	330 (400-1¼)	NA	NA
LNAV MDA	2160-1	357 (400-1)	NA	NA
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	NA

ELEV 1803



MIRL Rwy 16-34

WAAS CH <b>87009</b> <b>W34A</b>	APP CRS <b>343°</b>	Rwy Idg TDZE Apt Elev	<b>4301</b> <b>1801</b> <b>1803</b>
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# RNAV (GPS) RWY 34

AURORA MUNI-AL POTTER FIELD (AUH)

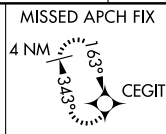
**▼** Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet. VDP NA when using Grand Island altimeter setting.

**MISSED APPROACH:**  
Climb to 3400 direct CEGIT and hold.

AWOS-3  
**121.225**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8 (CTAF)**



Procedure NA for arrivals at GRASI via V220 northeast bound.

2190  $\Delta$

RW34

$\Delta$  2180

2068  $\Delta$

2131  $\Delta$

(FAF) AVUYU

2009  $\pm$

3045  $\Delta$

3400

(6)

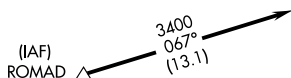
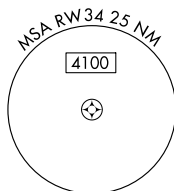
(IF) EBWIX

3400

257°

(5.1)

(IAF) IVEHO



3400

CEGIT

AVUYU

EBWIX

Procedure  
Turn  
NA

\*LNAV only

\*1.3 NM to RW34

RW34

343°

3400

3400

1.3 NM

3.5 NM

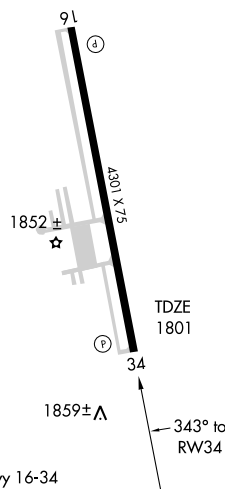
6 NM

GS 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	2051-1	250 (300-1)	NA	NA
LNAV/VNAV DA	2129-1¼	328 (400-1¼)	NA	NA
LNAV MDA	2260-1	459 (500-1)	NA	NA
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	NA

ELEV 1803



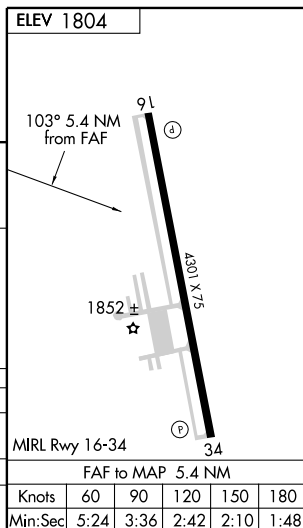
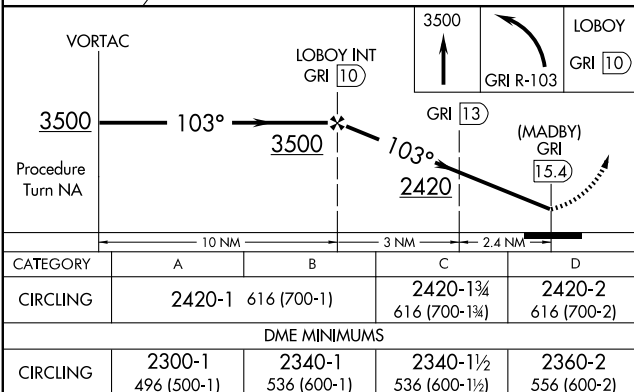
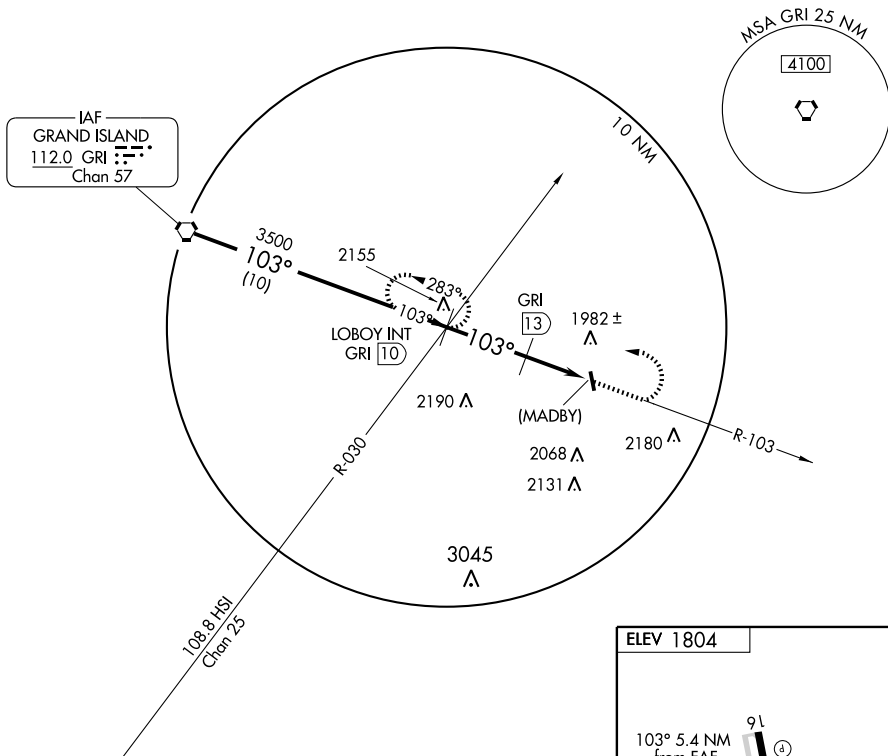
MIRL Rwy 16-34

VORTAC GRI <b>112.0</b>	APP CRS <b>103°</b>	Rwy Idg TDZE	N/A
Chan <b>57</b>		Apt Elev	<b>1804</b>

VOR-A

AURORA MUNI-AL POTTER FIELD (AUH)

	MISSED APPROACH: Climb to 3500 then left turn via GRI R-103 to LOBOY Int/GRI 10 DME and hold.
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AWOS-3  
**121.225**MINNEAPOLIS CENTER  
**119.4 278.8**UNICOM  
**122.8** (CTAF)

## AUBURN

**FARINGTON FLD** (KØ1) 3 E UTC-6(-5DT) N40°23.25' W95°47.35'

OMAHA

932 B FUEL 100LL TPA-1932(1000) NOTAM FILE OLU

RWY 16-34: 4000X100 (TURF) MIRL

RWY 16: Road.

RWY 02-20: 1600X80 (TURF)

RWY 02: Tree.

RWY 20: Thld dsplcd 200'. Tree.

**AIRPORT REMARKS:** Unattended. For svc after hours call 402-274-4093. Rwy 02-20 and Rwy 16-34 not plowed winter months. Rwy 20 dsplcd thld marked with three yellow cones each side. ACTIVATE MIRL Rwy 16-34 0400-1200Z±-CTAF.

**COMMUNICATIONS:** CTAF 122.9

**AURORA MUNI-AL POTTER FLD** (AUH) 2 N UTC-6(-5DT) N40°53.65' W97°59.67'

OMAHA

1803 B S4 FUEL 100LL NOTAM FILE AUH

L-101

RWY 16-34: H4301X75 (ASPH) S-5 MIRL

IAP

RWY 16: PAPI(P2L)-GA 3.0° TCH 40'. Road.

RWY 34: PAPI(P2L)-GA 3.0° TCH 40'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±.

**WEATHER DATA SOURCES:** AWOS-3 121.225 (402) 694-5472.

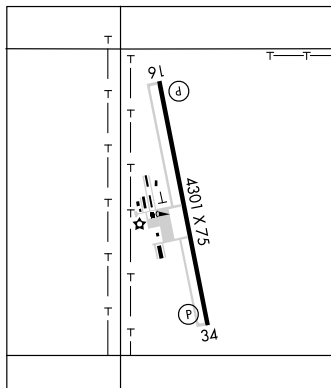
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04'

W98°18.89' 103° 15.5 NM to fld. 1840/7E.



## BASSETT

**ROCK CO** (RBE) 2 SW UTC-6(-5DT) N42°34.27' W99°34.17'

OMAHA

2349 B FUEL 100LL NOTAM FILE OLU

L-12H

RWY 13-31: H4699X75 (CONC) S-4 MIRL

IAP

RWY 13: PAPI (P2L)-GA 3.0° TCH 40'. Road.

RWY 31: PAPI (P2L)-GA 3.0° TCH 40'.

RWY 02-20: 2202X120 (TURF)

RWY 02: Pole.

RWY 20: Road.

**AIRPORT REMARKS:** Unattended. For fuel call 684-3436. Deer on and invof arpt. Rwy 02 pole is an obstruction during irrigation season only. ACTIVATE MIRL Rwy 13-31 and PAPI Rwy 13 and Rwy 31-122.8.

**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

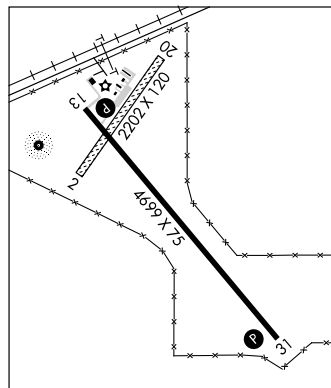
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANW.

AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15'

W99°59.38' 081° 18.7 NM to fld. 2582/9E. HIWAS.

NDB (MHW) 341 RBE N42°34.42' W99°34.67' at fld.

NOTAM FILE OLU.



NDB RBE <b>341</b>	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev	<b>4699</b> <b>2349</b> <b>2349</b>
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**NDB RWY 31**

BASSETT/ROCK COUNTY (RBE)

**▼** Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 2-20. When VGSI inoperative, Circling Rwy 13 NA at night.

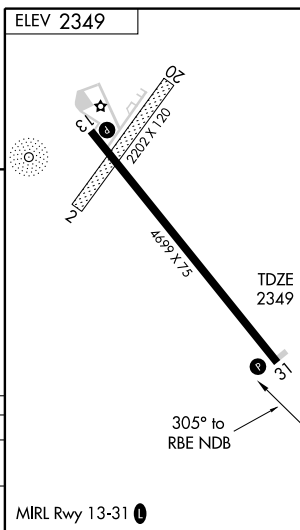
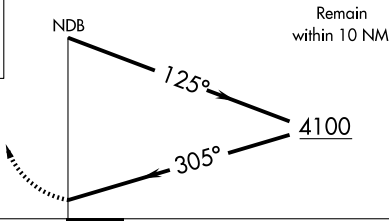
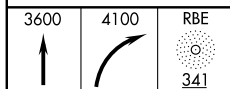
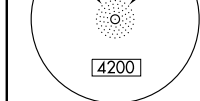
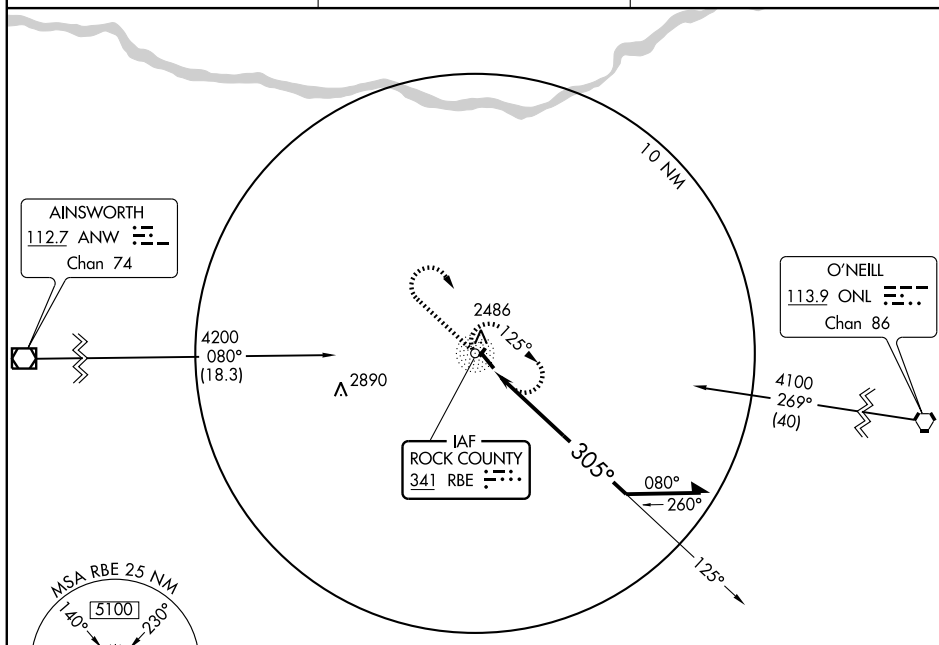
**▲ NA**

**MISSED APPROACH:** Climb to 3600 then climbing right turn to 4100 direct RBE NDB and hold.

DENVER CENTER  
**127.95 338.2**

CTAF  
**122.9**

**122.8 0**



CATEGORY	A	B	C	D
S-31	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	
CIRCLING	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	

MIRL Rwy 13-31 **0**

WAAS CH <b>86817</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>4699</b> <b>2348</b> <b>2349</b>
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## RNAV (GPS) RWY 13

BASSETT/ROCK COUNTY (RBE)

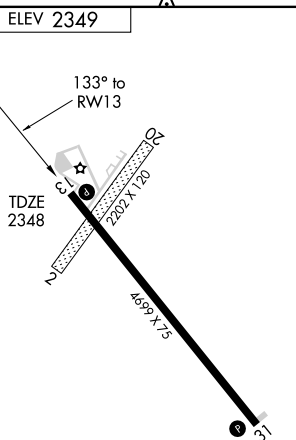
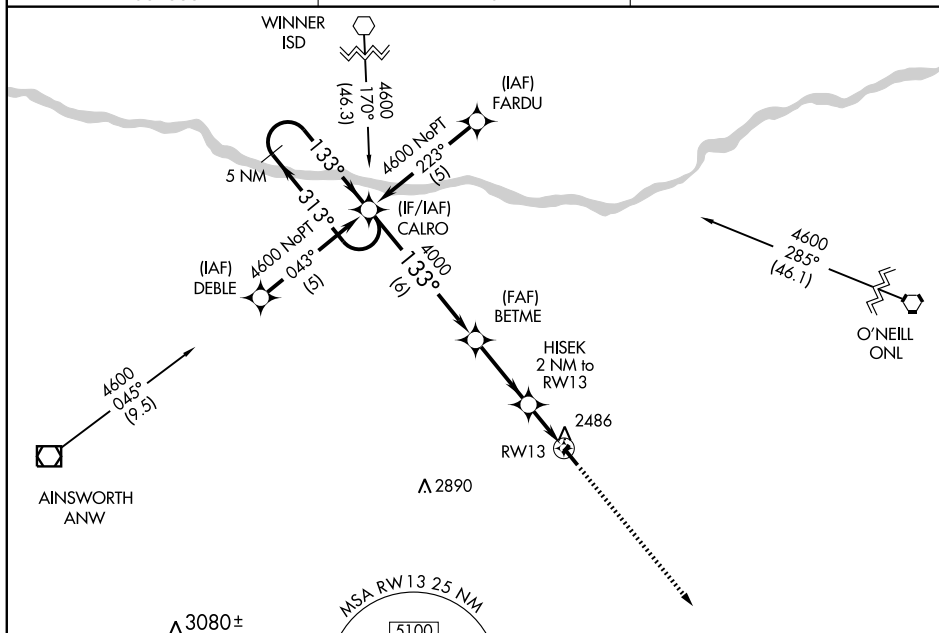
▼ When VGSI inoperative, Straight-In/Circling Rwy 13 procedure NA at night.  
 Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting  
 and increase all DA 59 feet and all MDA 60 feet, and increase LPV and  
 LNAV/VNAV all Cals visibility ¼ mile. Circling NA to Rwy 2-20.

MISSED APPROACH: Climb to 5100  
 direct BARKE and hold.

DENVER CENTER  
**127.95 338.2**

CTAF  
**122.9**

**122.8 0**



5 NM Holding Pattern

CALRO

BETME

HISEK 2 NM to RW13

RW13

5100

BARKE

4600

313°

133°

133°

4000

3000

6 NM

3 NM

2 NM

GS 3.00°

TCH 40

\* LNAV only

CATEGORY	A	B	C	D
LPV DA	2675-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	2863-1¾	515 (600-1¾)	NA	
LNAV MDA	2880-1	532 (600-1)	NA	
CIRCLING	2920-1	571 (600-1)	NA	

MIRL Rwy 13-31 0

BASSETT, NEBRASKA

Amdt 1 08APR10

42°34'N - 99°34'W

BASSETT/ROCK COUNTY (RBE)

RNAV (GPS) RWY 13

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010



WAAS CH <b>69317</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg <b>4699</b> TDZE <b>2349</b> Apt Elev <b>2349</b>
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**RNAV (GPS) RWY 31**

BASSETT/ROCK COUNTY (RBE)

**▼** When VGSI inoperative, Circling Rwy 13 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all DA 59 feet and all MDA 60 feet. Circling NA to Rwy 2-20.

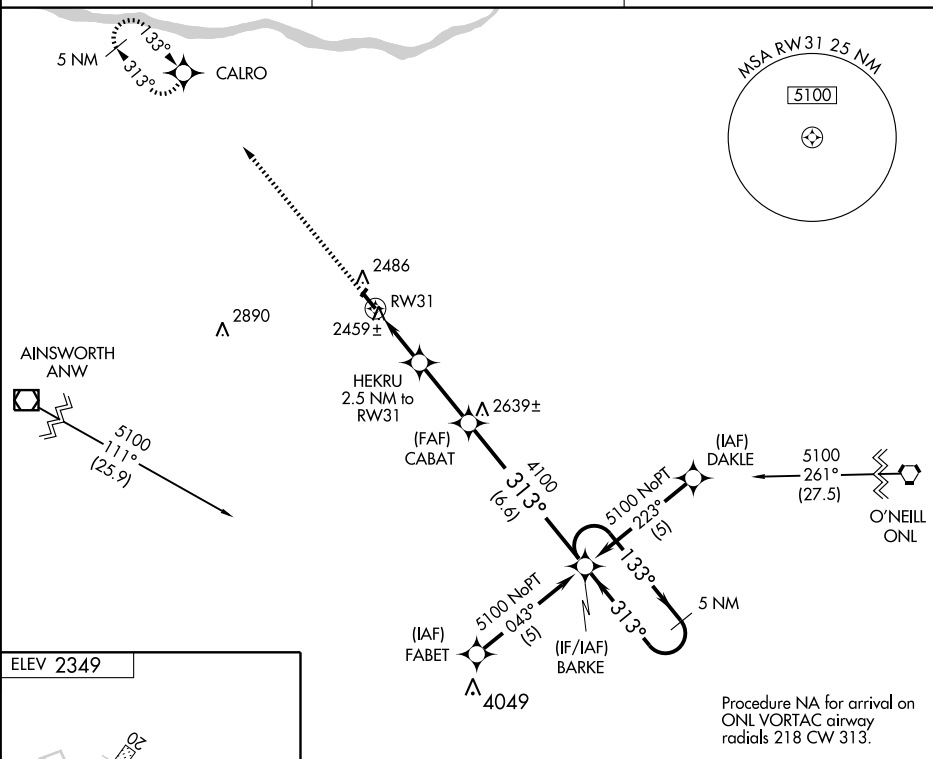
**▲** NA

**MISSED APPROACH:** Climb to 4600 direct CALRO and hold.

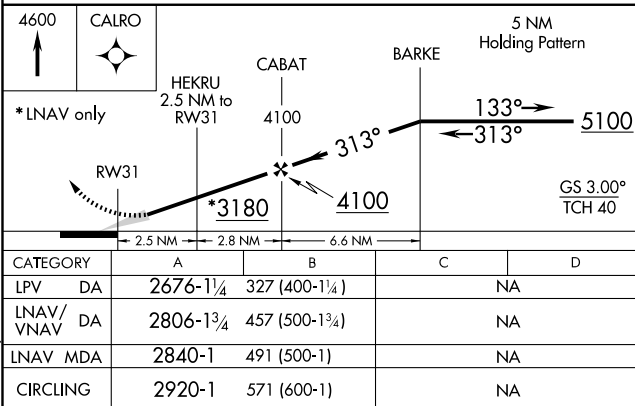
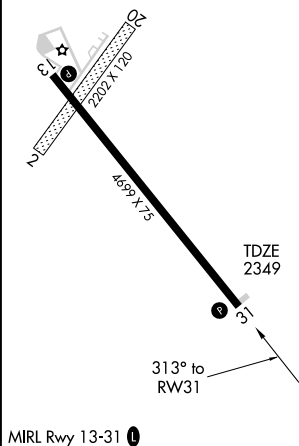
DENVER CENTER  
**127.95 338.2**

CTAF  
**122.9**

**122.8 0**



ELEV 2349



**BEATRICE MUNI** (BIE) 3 N UTC-6(-5DT) N40°18.08' W96°45.25'  
 1324 B S2 **FUEL** 100LL, JET A TPA-2324(1000) NOTAM FILE BIE  
**RWY 17-35:** H5602X100 (ASPH-CONC) S-30, D-43 MIRL 0.3% up N  
**RWY 35:** MALSR. PAPI(P2L)—GA 3.0° TCH 45'.  
**RWY 13-31:** H4401X100 (ASPH) S-30, D-43 MIRL  
**RWY 13:** ODALS. **RWY 31:** REIL.

**AIRPORT REMARKS:** Attended 1300-0100Z. Winter hrs 1300-0000Z.  
 For svc after hrs call 402-223-5105 or 402-520-0856. 24 hrs  
 self svc fuel avbl via credit card system and for Jet A fuel svc after  
 hrs call 402-223-5105 or 402-520-0856. Rwy 17 is designated  
 as the calm wind rwy. ACTIVATE MALSR Rwy 35 and ODALS Rwy  
 13—CTAF. REIL Rwy 31 on req. ODALS Rwy 13 dalgt hrs on req,  
 after dusk—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.325 BIE (402) 228-3229.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 (COLUMBUS RADIO)

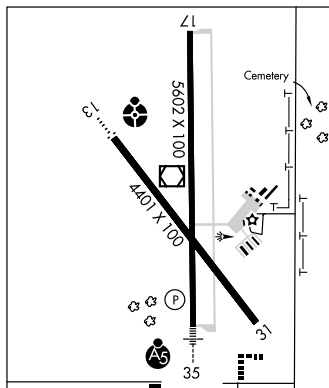
⑧ MINNEAPOLIS CENTER APP/DEP CON 126.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

**PAWNEE CITY (H) VORTAC** 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 279° 25.9 NM to fld. 1360/5E. **HIWAS.**

(T) **VORW/DME** 110.6 BIE Chan 43 N40°18.09' W96°45.28'  
 at fld. NOTAM FILE BIE.



OMAHA

H-5C, L-101

IAP

**BEKLOF** N40°35.40' W97°34.08' NOTAM FILE OLU.

**NDB (MHW)** 392 FMZ at Fairmont State Airfield.

OMAHA

L-101

## BENKELMAN

**JONES** (42V) 1 NW UTC-7(-6DT) N40°03.48' W101°32.81'

3126 **FUEL** 100LL, JET A NOTAM FILE OLU

**RWY 15-33:** H3500X25 (CONC)

**RWY 15:** Road. **RWY 33:** Thld dsplcd 1000'.

**AIRPORT REMARKS:** Attended dalgt hrs. Fuel for emerg use only. New  
 crosswind rwy under construction W of Rwy 15-33.

**COMMUNICATIONS:** CTAF 122.9

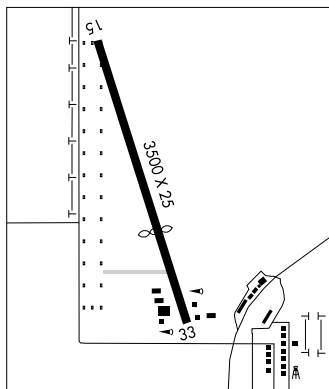
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

**HAYES CENTER (H) VORTAC** 117.7 HCT Chan 124 N40°27.24'

W100°55.42' 220°37.2 NM to fld. 3010/11E.

CHEYENNE

L-106



APP CRS **136°**  
 Rwy Idg **4401**  
 TDZE **1319**  
 Apt Elev **1324**

AL-936 (FAA)

# RNAV (GPS) RWY 13

BEATRICE MUNI (BIE)

**NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to Cat C.



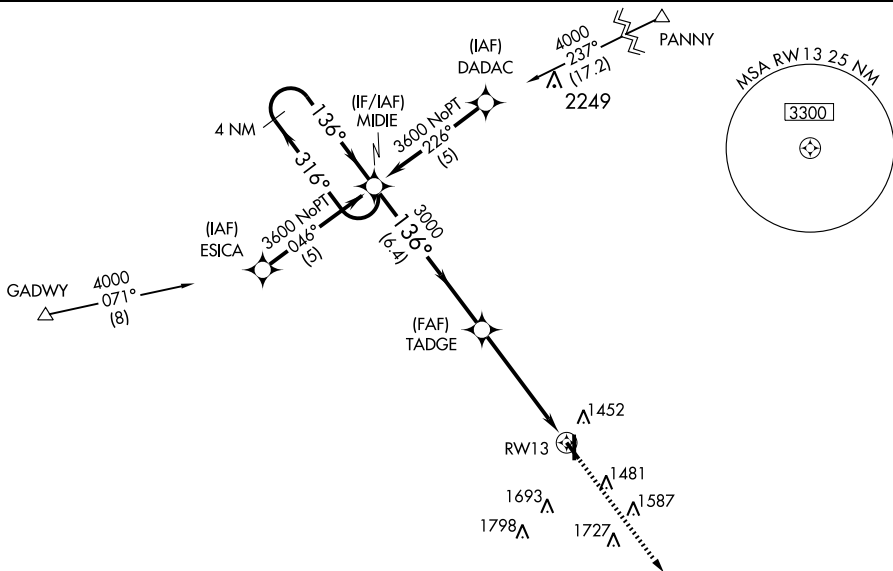
**MISSED APPROACH:** Climb to 3600 direct WIBOT WP and hold.

AWOS-3  
**125.325**

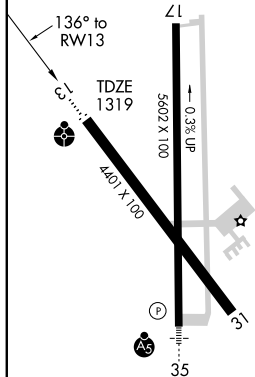
MINNEAPOLIS CENTER  
**126.4 317.7**

COLUMBUS RADIO  
**122.5**

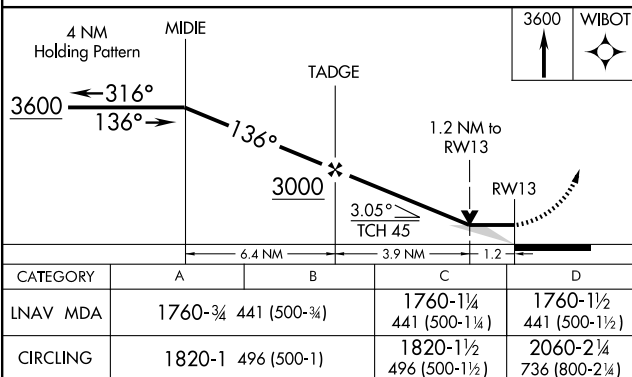
UNICOM  
**122.8 (CTAF)**



ELEV 1324



MIRL Rwy 13-31  
 and 17-35  
 REIL Rwy 31



APP CRS	Rwy Idg	<b>5602</b>
<b>173°</b>	TDZE	<b>1324</b>
	Apt Elev	<b>1324</b>

# RNAV (GPS) RWY 17

BEATRICE MUNI (BIE)

▲ If local altimeter setting not received, use Lincoln altimeter setting and increase all MDAs 100 feet. VDP NA when using Lincoln altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct DELQY and hold.

AWOS-3  
**125.325**

MINNEAPOLIS CENTER  
**126.4 317.7**

COLUMBUS RADIO  
**122.5**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at VACUS via V61 westbound.

(IAF) VACUS

3900 NoPT  
077°  
(8.6)

4 NM

173°

353°

2249

173°

(6.1)

3000

173°

(FAF) ZABRA

1452

RW17

1693

1798

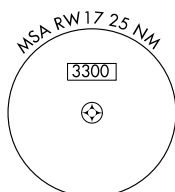
1481

1587

1727

3900 NoPT  
225°  
(14.9)

(IAF) PANNY



ELEV 1324

173° to RW17

TDZE 1324

5602 X 100

0.3% UP

4401 X 100

31

35

REIL Rwy 31

MIRL Rwy 13-31 and 17-35

MISSED APCH FIX

DELQY

173°  
353°  
4 NM

4 NM Holding Pattern

HAMUL

3900

353°

173°

173°

3000

6.1 NM

3.9 NM

1.2

1.2 NM to RW17

RW17

3.04° TCH 45

3600

DELQY

CATEGORY	A	B	C	D
LNVA MDA	1760-1	436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

APP CRS **316°**  
Rwy Idg **4401**  
TDZE **1311**  
Apt Elev **1324**

AL-936 (FAA)

**RNAV (GPS) RWY 31**  
BEATRICE MUNI (BIE)

**NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

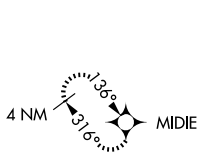
MISSED APPROACH: Climb to 3600 direct MIDIE WP and hold.

AWOS-3  
**125.325**

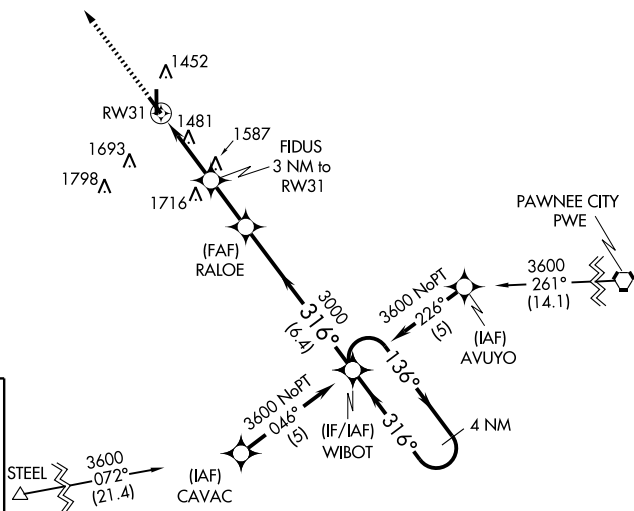
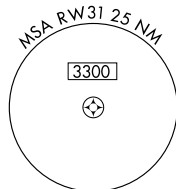
MINNEAPOLIS CENTER  
**126.4 317.7**

COLUMBUS RADIO  
**122.5**

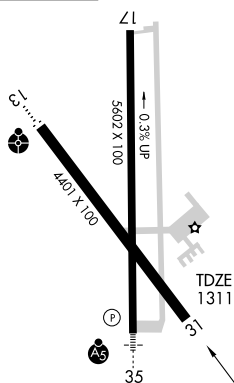
UNICOM  
**122.8 (CTAF)**



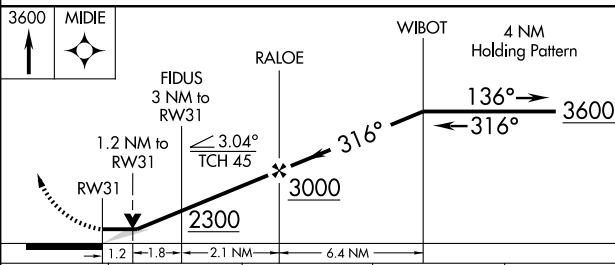
**2249**



ELEV 1324



MIRL Rwy 13-31  
and 17-35  
REIL Rwy 31



CATEGORY	A	B	C	D
LNVA MDA	1740-1 429 (500-1)	1740-1½ 429 (500-1½)	1740-1½ 429 (500-1½)	1740-1½ 429 (500-1½)
CIRCLING	1820-1 496 (500-1)	1820-1½ 496 (500-1½)	2060-2½ 736 (800-2½)	2060-2½ 736 (800-2½)

BEATRICE, NEBRASKA  
Orig 10266

40°18'N-96°45'W

BEATRICE MUNI (BIE)  
**RNAV (GPS) RWY 31**

WAAS CH <b>61099</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>5602</b> <b>1307</b> <b>1324</b>
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# RNAV (GPS) RWY 35

BEATRICE MUNI (BIE)

**▲** If local altimeter setting not received, use Lincoln altimeter setting and increase all DAs/MDAs 100 feet. DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (3°F). BARO-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV Cat A/B visibility to 1.



**MISSED APPROACH:**  
Climb to 3900 direct  
HAMUL and hold.

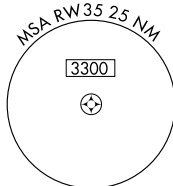
AWOS-3  
**125.325**

MINNEAPOLIS CENTER  
**126.4 317.7**

COLUMBUS RADIO  
**122.5**

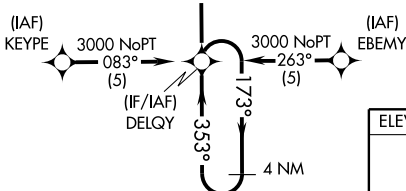
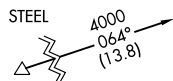
UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX

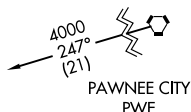


▲2118

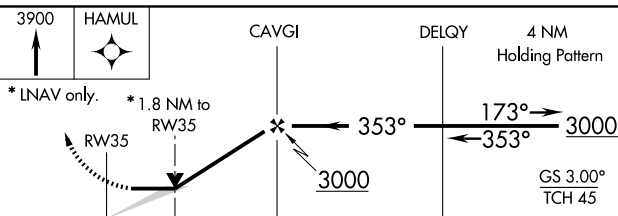
Procedure NA for arrivals at  
STEEL on V532 southbound,  
V216 westbound.



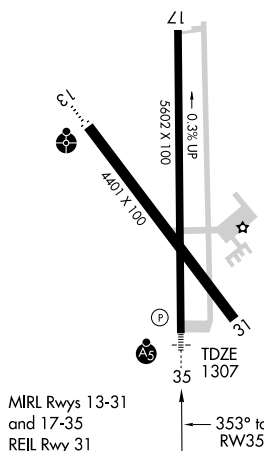
Procedure NA for arrivals at  
PWE VORTAC on airways  
radials 189 CW 292.



ELEV 1324



CATEGORY	A	B	C	D
LPV DA	1557- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			
LNAV/ VNAV DA	1796-1 $\frac{1}{4}$ 489 (500-1 $\frac{1}{4}$ )			
LNAV MDA	1920- $\frac{3}{4}$ 613 (700- $\frac{3}{4}$ )	1920-1 $\frac{1}{4}$ 613 (700-1 $\frac{1}{4}$ )	1920-1 $\frac{1}{2}$ 613 (700-1 $\frac{1}{2}$ )	
CIRCLING	1920-1 $\frac{3}{4}$ 596 (600-1 $\frac{3}{4}$ )		2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$ )	



MIRL Rwy 13-31  
and 17-35  
REIL Rwy 31

VOR/DME BIE <b>110.6</b> Chan <b>43</b>	APP CRS <b>133°</b>	Rwy Idg <b>4401</b> TDZE <b>1319</b> Apt Elev <b>1324</b>
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VOR RWY 13  
BEATRICE MUNI (BIE)

**T** Inoperative table does not apply to S-13 Cat C. When local allimeter setting not received, use Lincoln allimeter setting: increase all MDAs 100 feet and visibility S-13 Cat B ½ mile, and Cats C and D ¼ mile and circling Cats B and C ¼ mile and Cat D ½ mile. DOLN fix minimums S-13 Cat C and D ¼ mile, and circling Cat D ½ mile. VDP NA when using Lincoln allimeter setting. Inoperative table does not apply to S-13 Cat B/C, and DOLN fix minimums S-13 Cat C when using Lincoln allimeter setting.

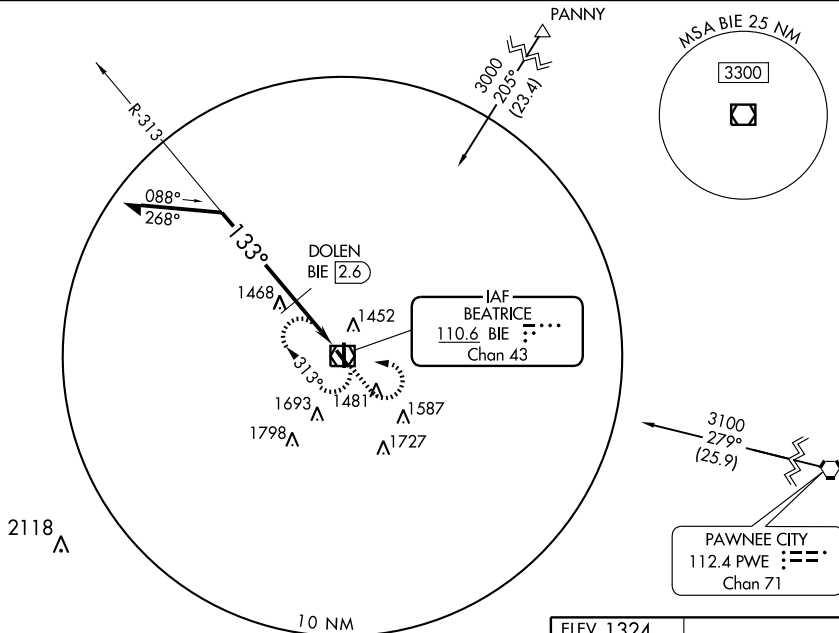
ODALS

**MISSED APPROACH:**  
Climb to 3000 then left  
turn direct BIE  
VOR/DME and hold.

AWOS-3  
**125.325**

MINNEAPOLIS CENTER  
126.4 317.7

COLUMBUS RADIO  
**122.5**

UNICOM  
122.8 (CTAF) **L**

Remain  
within 10 NM

VOR/DME

3000

BIE

\* 2100 when using Lincoln altimeter setting.

CATEGORY	A	B	C	D
S-13	2000- $\frac{3}{4}$ 681 (700- $\frac{3}{4}$ )		2000-2 681 (700-2)	2000-2 $\frac{1}{4}$ 681 (700-2 $\frac{1}{4}$ )
CIRCLING	2000-1 676 (700-1)		2000-2 676 (700-2)	2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$ )
DOLEN FIX MINIMUMS				
S-13	1760- $\frac{3}{4}$ 441 (500- $\frac{3}{4}$ )		1760-1 $\frac{1}{4}$ 441 (500-1 $\frac{1}{4}$ )	1760-1 $\frac{1}{2}$ 441 (500-1 $\frac{1}{2}$ )
CIRCLING	1820-1 496 (500-1)		1820-1 $\frac{1}{2}$ 496 (500-1 $\frac{1}{2}$ )	2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$ )

ELEV 1324

133° to  
VOR/DME



TO

13

WIRL  
EIL

BEATRICE, NEBRASKA  
Amdt 17 10266

40°18'N-96°45'W

BEATRICE MUNI (BIE)  
VOR RWY 13

NC-2. 21 OCT 2010 to 18 NOV 2010

VOR/DME BIE  
**110.6**  
Chan **43**

APP CRS  
**176°**

Rwy ldg **5602**  
TDZE **1324**  
Apt Elev **1324**

**VOR RWY 17**  
BEATRICE MUNI (BIE)

▼ When local altimeter setting not received, procedure NA.

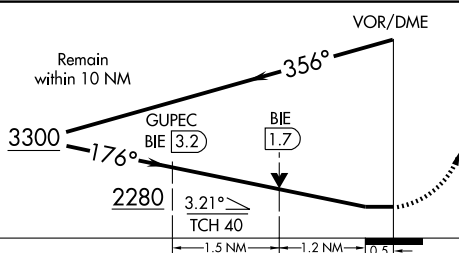
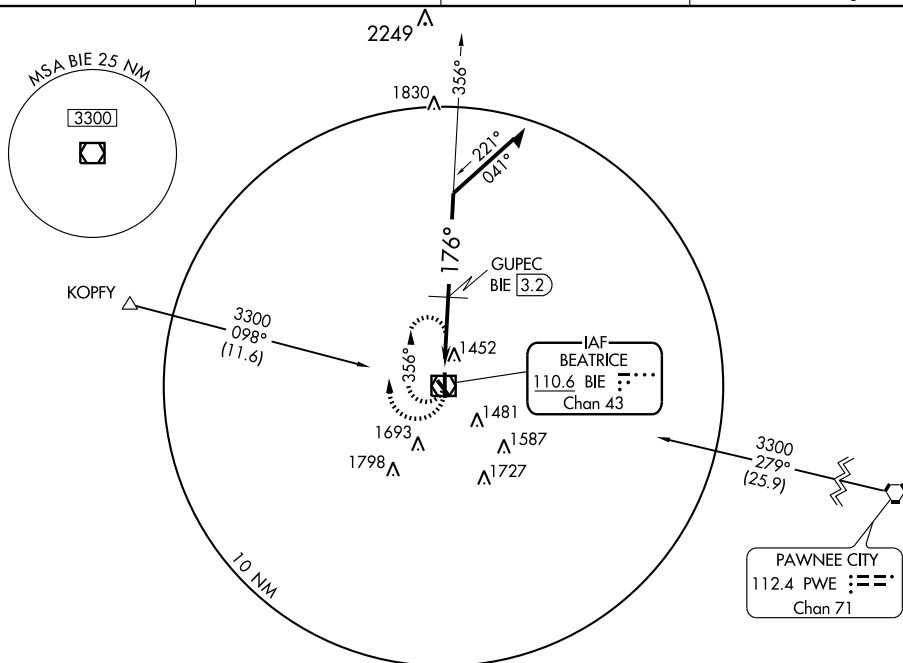
MISSED APPROACH: Climbing right turn to 3300 in BIE VOR/DME holding pattern.

AWOS-3  
**125.325**

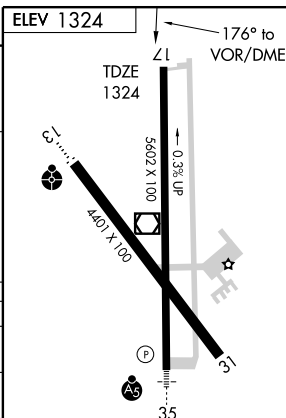
MINNEAPOLIS CENTER  
**126.4 317.7**

COLUMBUS RADIO  
**122.5**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-17	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3	956 (1000-3)
CIRCLING	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3	956 (1000-3)
GUPEC FIX MINIMUMS				
S-17	1760-1	436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



REIL Rwy 31  
MIRL Rwy 13-31 and 17-35



VOR/DME BIE <b>110.6</b> Chan <b>43</b>	APP CRS <b>345°</b>	Rwy Idg TDZE Apt Elev	<b>5602</b> <b>1307</b> <b>1324</b>
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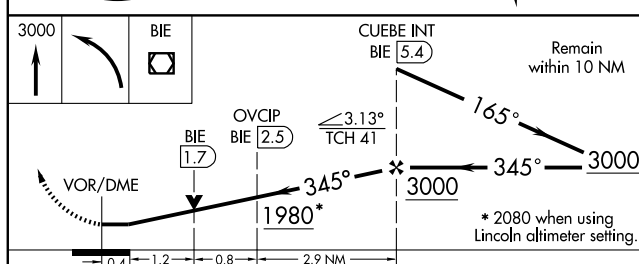
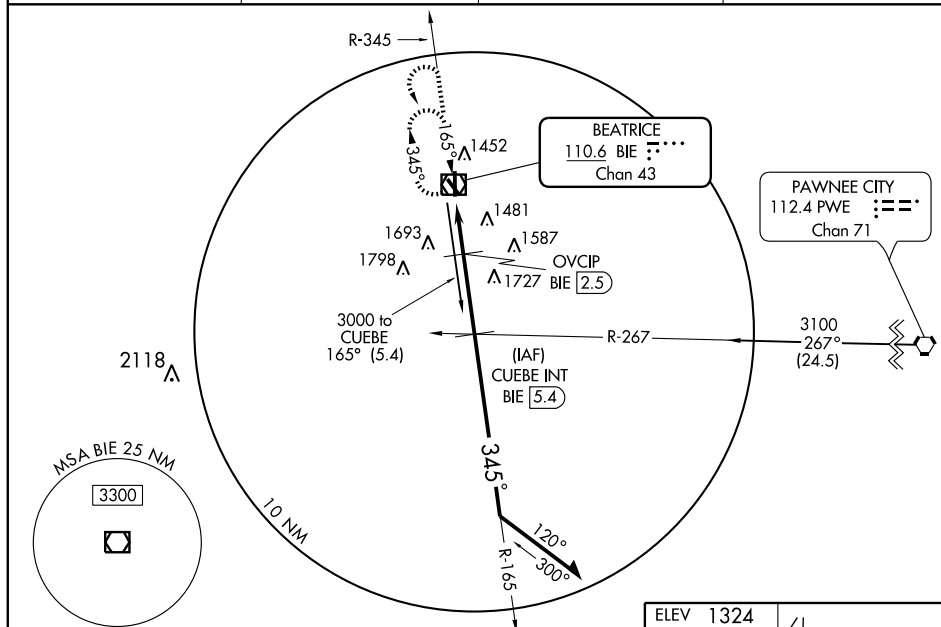
# VOR RWY 35

## BEATRICE MUNI (BIE)

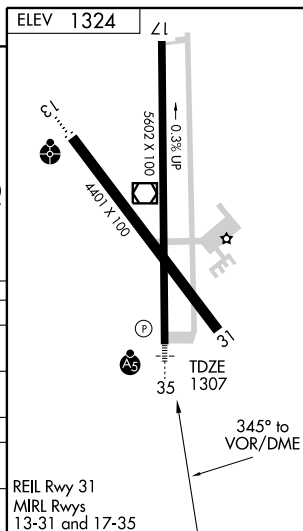
- ▼ For inoperative MALS, increase S-35 Cats A and B visibility to 1. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-35 Cats C and D ¼ mile, circling Cats B and C ½ mile and Cat D ½ mile. OVCIP fix minimums: for inoperative MALS, increase S-35 Cats A/B visibility to 1. For inoperative MALS when using Lincoln altimeter setting, increase S-35 Cat A/B and OVCIP fix minimums Cat A/B visibility to 1.

MALS  
AS  
MISSED APPROACH:  
Climb to 3000 then  
left turn direct BIE  
VOR/DME and hold.

AWOS-3 <b>125.325</b>	MINNEAPOLIS CENTER <b>126.4 317.7</b>	COLUMBUS RADIO <b>122.5</b>	UNICOM <b>122.8 (CTAF)</b> 0
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CATEGORY	A	B	C	D
S-35	1980-¾ 673 (700-¾)		1980-1½ 673 (700-1½)	1980-1¾ 673 (700-1¾)
CIRCLING	1980-1 656 (700-1)		1980-2 656 (700-2)	2060-2¼ 736 (800-2¼)
OVCIP FIX MINIMUMS				
S-35	1740-¾ 433 (500-¾)		1740-1 433 (500-1)	
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



**BLAIR MUNI** (BTA) 7 S UTC-6(-5DT) N41°25.89' W96°06.54'

OMAHA

1325 B FUEL 100LL, Jet A NOTAM FILE BTA.

L-121

RWY 13-31: H4200X100 (CONC) S-25 MIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.25° TCH 43'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended on call. For svc call 402-493-1530 or 426-4191. 24 hrs self svc fuel avbl via credit card system. Glider activity on and invof arpt. For noise abatement procedures contact arpt manager on 402-426-4191. ACTIVATE MIRL Rwy 13-31, PAPI and REIL Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.225 (402) 426-0448.

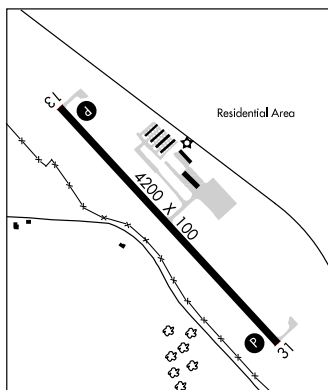
**COMMUNICATIONS:** CTAF 122.9

® OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 304° 22.4 NM to fld. 1300/8E. HIWAS.



**BLOOMFIELD MUNI** (84Y) 2 SW UTC-6(-5DT) N42°34.78' W97°40.42'

OMAHA

1673 B NOTAM FILE OLU

RWY 14-32: H2700X50 (ASPH) LIRL

RWY 14: Thld displcd 200'. Fence. RWY 32: Hill.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. For attendant call 402-373-2452. Rwy 14-32 lgtd thld Rwy 14 relocated 200', 2500' of Rwy 14-32 usable at ngt. ACTIVATE LIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**BRENNER FLD** (See FALLS CITY)

**BREWSTER FLD** (See HOLDREGE)

**BROKEN BOW MUNI** (BBW) 2 N UTC-6(-5DT) N41°26.19' W99°38.53'

OMAHA

2547 B FUEL 100LL, JET A NOTAM FILE BBW

L-12H

RWY 14-32: H4203X75 (CONC) S-30 MIRL 0.6% up NW

IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Road

RWY 32: PAPI(P2L)—GA 3.0° TCH 41'. Trees

**AIRPORT REMARKS:** Unattended. For svc call numbers listed on notice in terminal building. Fuel avbl by prior arrangement. 24 hrs self svc fuel avbl via credit card system. Courtesy car and van avbl. ACTIVATE MIRL and PAPI Rwy 14-32, REIL Rwy 14—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.0 (308) 872-5354.

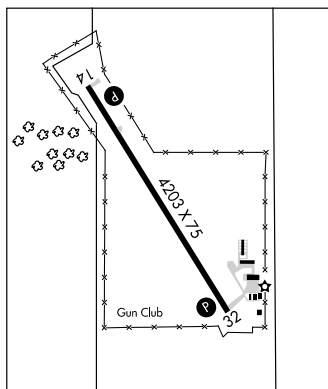
**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BBW.

CUSTER COUNTY (L) VORW/DME 108.2 CUZ Chan 19 N41°29.04'

W99°41.34' 135° 3.6 NM to fld. 2850/8E.



**BURWELL** N41°46.48' W99°08.73' NOTAM FILE OLU.

NDB (MHW) 377 BUB at Cram Fld.

OMAHA

L-12L

APP CRS **134°**  
 Rwy Idg **4200**  
 TDZE **1318**  
 Apt Elev **1325**

# RNAV (GPS) RWY 13

BLAIR MUNI (BTA)

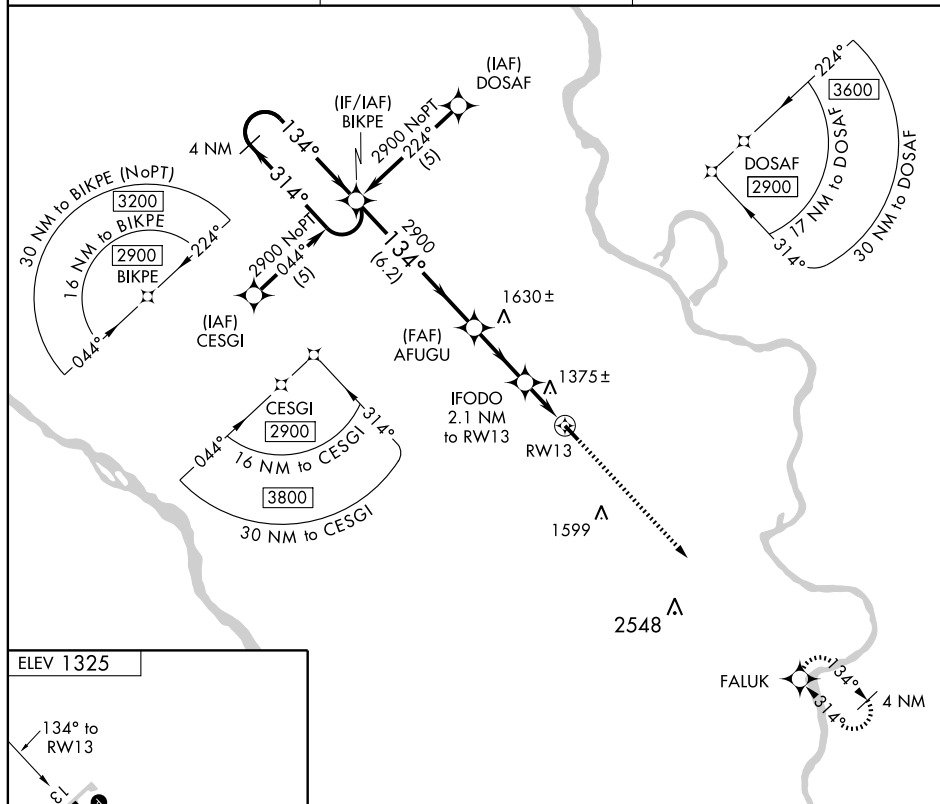
**▼** DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield  
**▲** altimeter setting. When local altimeter setting not received, use  
 Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3600  
 direct FALUK and hold.

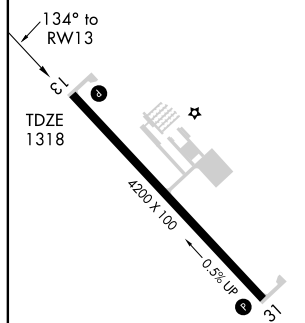
AWOS-3  
**120.225**

OMAHA APP CON  
**120.1 354.05**


CTAF  
**122.9**



ELEV 1325



REIL Rwy 13 and 31 **1**  
 MRL Rwy 13-31 **1**

4 NM Holding Pattern		BIKPE	AFUGU	IFODO 2.1 NM to RW13	1.3 NM to RW13	3600 ↑	FALUK 
2900 ← 314° 134° →		134°	2900	2020 3.04° TCH 40			
		6.2 NM		2.7 NM	0.8 NM	1.3 NM	
CATEGORY	A	B	C	D			
LNAB MDA	1780-1	462 (500-1)	NA				
CIRCLING	1780-1	455 (500-1)	NA				

APP CRS  
314°

Rwy Idg	<b>4200</b>
TDZE	<b>1314</b>
Apt Elev	<b>1325</b>

## RNAV (GPS) RWY 31

BLAIR MUNI (BTA)



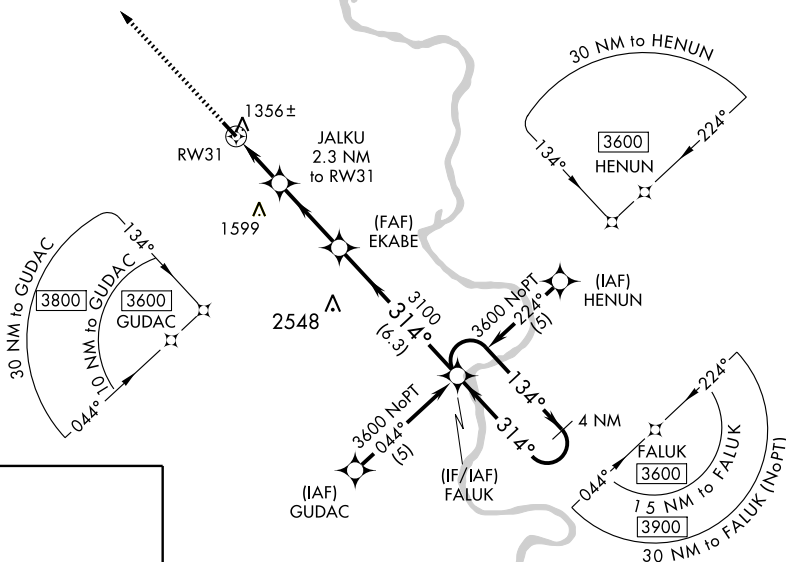
DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2900  
direct BIKPE and hold.

AWOS-3  
120.225

COLUMBUS CENTER  
120.1 354.05

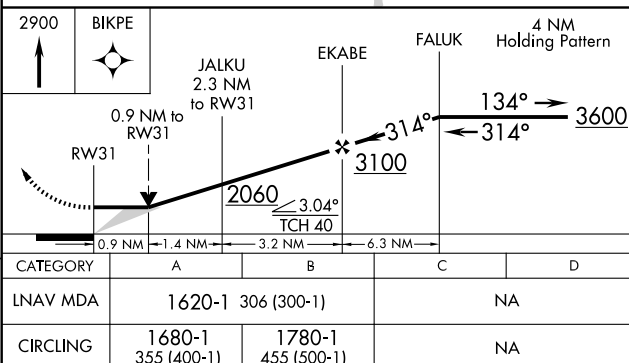
CTAF  
122.9 **L**



ELEV 1325



REIL Rwy 13 and 31 **L**  
MIRL Rwy 13-31 **L**



BLAIR, NEBRASKA  
Orig 10098

41°25'N-96°07'W

BLAIR MUNI (BTA)

## RNAV (GPS) RWY 31

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

**BLAIR MUNI** (BTA) 7 S UTC-6(-5DT) N41°25.89' W96°06.54'

OMAHA

1325 B FUEL 100LL, Jet A NOTAM FILE BTA.

L-121

RWY 13-31: H4200X100 (CONC) S-25 MIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.25° TCH 43'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended on call. For svc call 402-493-1530 or 426-4191. 24 hrs self svc fuel avbl via credit card system. Glider activity on and invof arpt. For noise abatement procedures contact arpt manager on 402-426-4191. ACTIVATE MIRL Rwy 13-31, PAPI and REIL Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.225 (402) 426-0448.

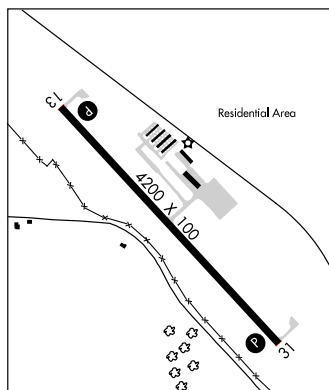
**COMMUNICATIONS:** CTAF 122.9

® OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 304° 22.4 NM to fld. 1300/8E. HIWAS.



**BLOOMFIELD MUNI** (84Y) 2 SW UTC-6(-5DT) N42°34.78' W97°40.42'

OMAHA

1673 B NOTAM FILE OLU

RWY 14-32: H2700X50 (ASPH) LIRL

RWY 14: Thld displcd 200'. Fence. RWY 32: Hill.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. For attendant call 402-373-2452. Rwy 14-32 lgtd thld Rwy 14 relocated 200', 2500' of Rwy 14-32 usable at ngt. ACTIVATE LIRL Rwy 14-32—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**BRENNER FLD** (See FALLS CITY)

**BREWSTER FLD** (See HOLDREGE)

**BROKEN BOW MUNI** (BBW) 2 N UTC-6(-5DT) N41°26.19' W99°38.53'

OMAHA

2547 B FUEL 100LL, JET A NOTAM FILE BBW

L-12H

RWY 14-32: H4203X75 (CONC) S-30 MIRL 0.6% up NW

IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Road

RWY 32: PAPI(P2L)—GA 3.0° TCH 41'. Trees

**AIRPORT REMARKS:** Unattended. For svc call numbers listed on notice in terminal building. Fuel avbl by prior arrangement. 24 hrs self svc fuel avbl via credit card system. Courtesy car and van avbl. ACTIVATE MIRL and PAPI Rwy 14-32, REIL Rwy 14—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.0 (308) 872-5354.

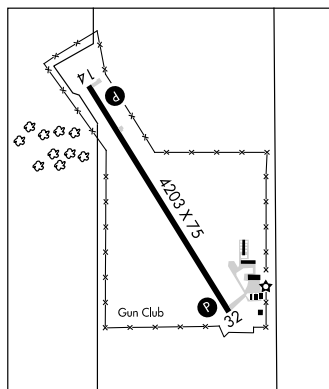
**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BBW.

CUSTER COUNTY (L) VORW/DME 108.2 CUZ Chan 19 N41°29.04'

W99°41.34' 135° 3.6 NM to fld. 2850/8E.



**BURWELL** N41°46.48' W99°08.73' NOTAM FILE OLU.

NDB (MHW) 377 BUB at Cram Fld.

OMAHA

L-12L

WAAS CH <b>72609</b> <b>W14A</b>	APP CRS <b>141°</b>	Rwy Idg TDZE Apt Elev <b>2543</b> <b>2547</b>
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# RNAV (GPS) RWY 14

BROKEN BOW MUNI (BBW)

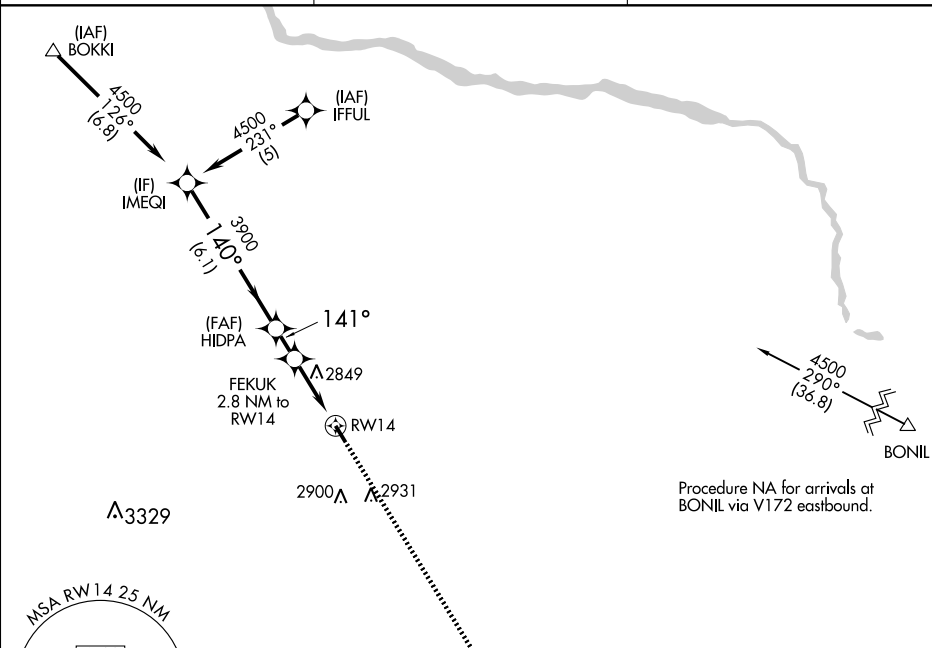
When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cnts visibility ½ mile. LNAV/VNAV all Cnts visibility ¾ mile, LNAV and circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 4300 direct LUXXE and hold.

ASOS  
**120.0**

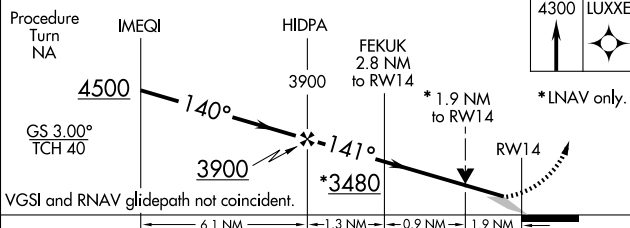
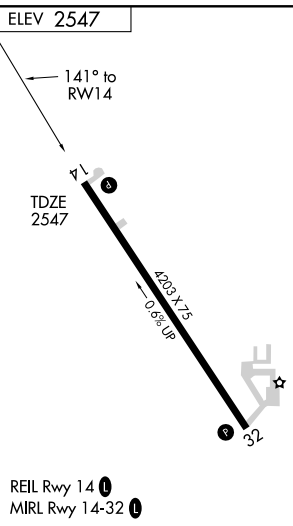
DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at BONIL via V172 eastbound.

LUXXE  
4300  
321°  
5 NM



CATEGORY	A	B	C	D
LPV DA	2802-1	255 (300-1)	NA	NA
LNAV/VNAV DA	3192-2 ¼	645 (700-2 ¼)	NA	NA
LNAV MDA	3180-1	633 (700-1)	NA	NA
CIRCLING	3180-1	633 (700-1)	NA	NA



VOR/DME CUZ <b>108.2</b> Chan 19	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>4203</b> <b>2534</b> <b>2547</b>
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# VOR/DME RWY 32

BROKEN BOW MUNI (BBW)

**▼** When local altimeter setting not received; use North Platte Rgnl altimeter setting and increase all MDAs 160 feet, increase Cat B visibility to 1 ¼ miles, and Circling Cat B visibility to 1 ¼ miles. VDP NA when using North Platte Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 4400 direct CUZ VOR/DME and hold.

ASOS  
**120.0**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 1**

BOKKI  
CUZ **13.6**

4400  
136°  
(13.6)

CUSTER COUNTY  
108.2 CUZ  
Chan 19

4300 to KARNIS  
136° (9)

2900

2931

(IAF)  
KARNIS  
CUZ **9**

316°

091°

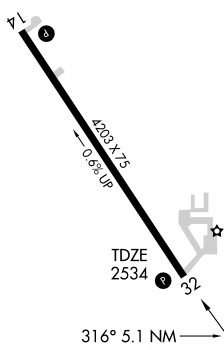
271°

136°

NORTH PLATTE  
117.4 LBF  
Chan 121

ELEV **2547**

REIL Rwy 14 **1**  
MIRL Rwy 14-32 **1**



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A		B		C	D
	3200-1 666 (700-1)		3200-1 653 (700-1)		NA	NA

4400

CUZ

**108.2**

KARNIS

CUZ **9**

Remain within 10 NM

CUZ **3.9**

CUZ **5.9**

136°

316°

4300

4200

3.00°

TCH 40

2 NM

3.1 NM



VOR/DME CUZ  
**108.2**  
Chan **19**

APP CRS  
**135°**

Rwy Idg **4203**  
TDZE **2547**  
Apt Elev **2547**

**VOR RWY 14**  
BROKEN BOW MUNI (BBW)

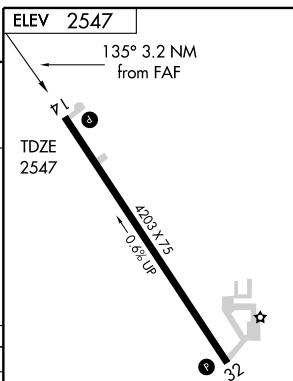
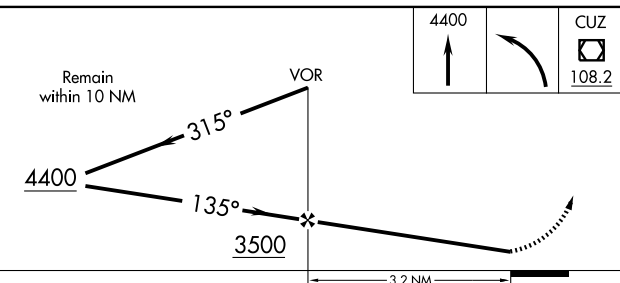
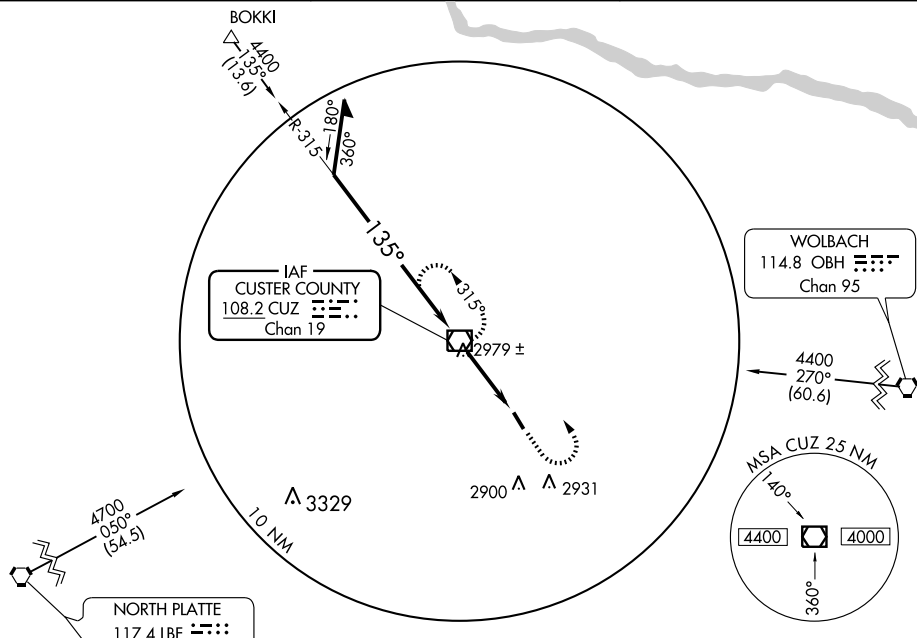
▼ When local altimeter setting not received; use North  
▲ Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 then left turn direct  
CUZ VOR/DME and hold.

ASOS  
**120.0**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-14	3240-1	693 (700-1)	NA	
CIRCLING	3280-1	733 (800-1)	NA	
NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS				
S-14	3380-1	3380-1¼	NA	
	833 (900-1)	833 (900-1¼)		
CIRCLING	3440-1¼	893 (900-1¼)	NA	

REIL Rwy 14 0  
MIRL Rwy 14-32 0

FAF to MAP 3.2 NM				
Knots	60	90	120	150
Min:Sec	3:12	2:08	1:36	1:17

**BURWELL****CRAM FLD** (BUB) 1 SW UTC-6(-5DT) N41°46.60' W99°08.99'

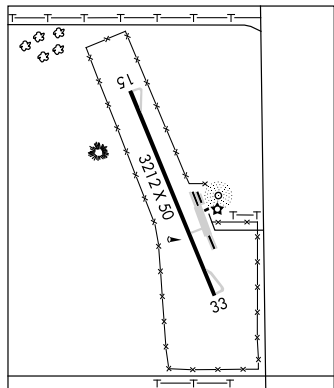
2182 B FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3212X50 (ASPH) S-10 MIRL 0.3% up SE

RWY 15: Trees. RWY 33: Pole lines.

**AIRPORT REMARKS:** Unattended. For fuel call 308-346-4566,  
308-750-1460, or 308-214-0246.**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54'  
W98°21.22' 297° 43.2 NM to fld. 2010/7E.BURWELL NDB (MHW) 377 BUB N41°46.48' W99°08.73'  
at fld.**CAMBRIDGE MUNI** (CSB) 2 NE UTC-6(-5DT) N40°18.40' W100°09.73'

2414 B FUEL 100LL NOTAM FILE OLU

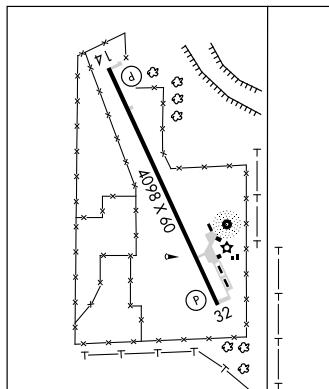
RWY 14-32: H4098X60 (ASPH) S-12 MIRL 0.4% up NW

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 32: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z†. For fuel after hrs  
call 308-695-0551. Wide transverse cracks on rwy. MIRL Rwy  
14-32 preset on low ints, to increase ints ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24'  
W100°55.42' 093° 36.0 NM to fld. 3010/11E.HARRY STRUNK NDB (MHW) 389 CSB N40°18.26' W100°09.46'  
at fld.**CARSY** N41°53.26' W97°28.82' NOTAM FILE OFK.

(MHW/LOM) 510 OF 014° 6.2 NM to Karl Stefan Memorial Arpt.

**CENTRAL CITY MUNI-LARRY REINEKE FLD** (Ø7K) 3 W UTC-6(-5DT) N41°06.69' W98°03.08'

1717 B S4 FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3700X60 (CONC) S-11 MIRL

RWY 15: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1300Z†-0030Z†, Sat 1300-1800Z†. For fuel after hrs call Police  
308-946-3003. Rotating bcn and lgtd wind sock on SS-SR. ACTIVATE MIRL Rwy 15-33—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.02' W098°18.53' 050° 14.2 NM to fld. 1840/7E.

**CENTRAL NEBRASKA** N40°58.05' W98°18.52'

RCO 122.45 (COLUMBUS RADIO)

**CENTRAL NEBRASKA RGNL** (See GRAND ISLAND)



NDB BUB <b>377</b>	APP CRS <b>144°</b>	Rwy Idg TDZE Apt Elev	<b>3212</b> <b>2181</b> <b>2181</b>
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# NDB RWY 15

BURWELL/CRAM FIELD (BUB)

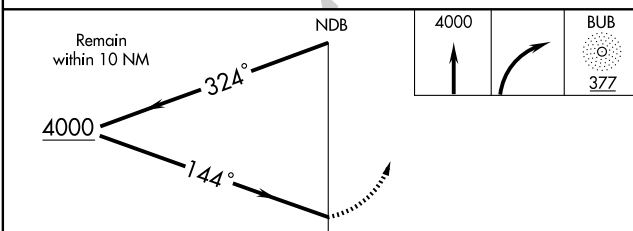
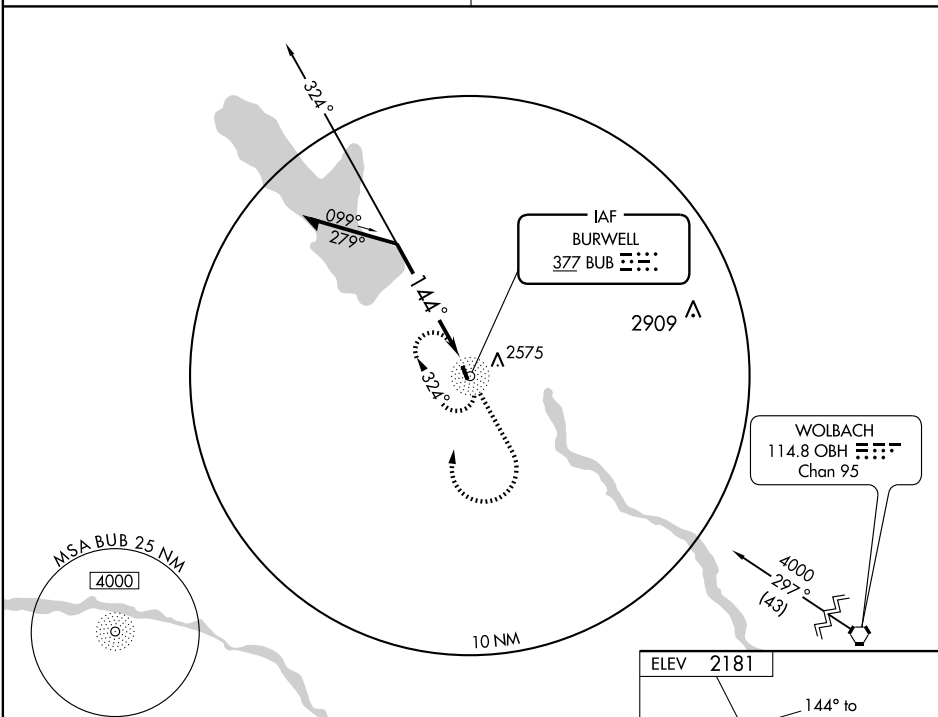
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

**A** NA

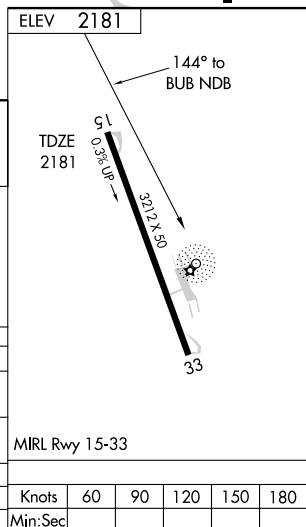
MISSED APPROACH: Climb to 4000 then right turn direct BUB NDB and hold.

DENVER CENTER  
**132.7 397.85**

CTAF  
**122.9**



CATEGORY	A	B	C	D
S-15	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-15	3120-1¼	939 (1000-1¼)	NA	
CIRCLING	3120-1¼	939 (1000-1¼)	NA	



**BURWELL****CRAM FLD** (BUB) 1 SW UTC-6(-5DT) N41°46.60' W99°08.99'

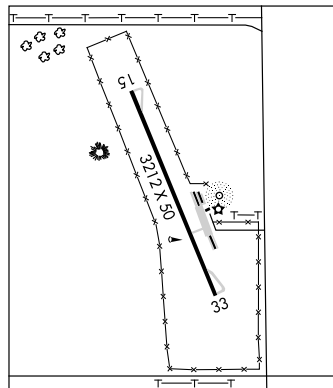
2182 B FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3212X50 (ASPH) S-10 MIRL 0.3% up SE

RWY 15: Trees. RWY 33: Pole lines.

**AIRPORT REMARKS:** Unattended. For fuel call 308-346-4566,  
308-750-1460, or 308-214-0246.**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54'  
W98°21.22' 297° 43.2 NM to fld. 2010/7E.BURWELL NDB (MHW) 377 BUB N41°46.48' W99°08.73'  
at fld.**CAMBRIDGE MUNI** (CSB) 2 NE UTC-6(-5DT) N40°18.40' W100°09.73'

2414 B FUEL 100LL NOTAM FILE OLU

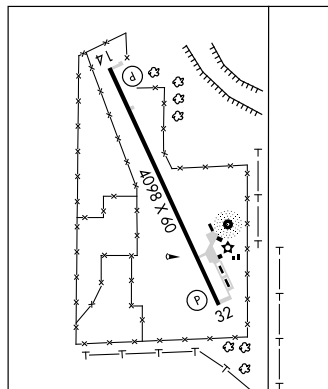
RWY 14-32: H4098X60 (ASPH) S-12 MIRL 0.4% up NW

RWY 14: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 32: PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z†. For fuel after hrs  
call 308-695-0551. Wide transverse cracks on rwy. MIRL Rwy  
14-32 preset on low ints, to increase ints ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24'  
W100°55.42' 093° 36.0 NM to fld. 3010/11E.HARRY STRUNK NDB (MHW) 389 CSB N40°18.26' W100°09.46'  
at fld.**CARSY** N41°53.26' W97°28.82' NOTAM FILE OFK.

(MHW/LOM) 510 OF 014° 6.2 NM to Karl Stefan Memorial Arpt.

**CENTRAL CITY MUNI-LARRY REINEKE FLD** (Ø7K) 3 W UTC-6(-5DT) N41°06.69' W98°03.08'

1717 B S4 FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3700X60 (CONC) S-11 MIRL

RWY 15: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1300Z†-0030Z†, Sat 1300-1800Z†. For fuel after hrs call Police  
308-946-3003. Rotating bcn and lgtd wind sock on SS-SR. ACTIVATE MIRL Rwy 15-33—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.02' W098°18.53' 050° 14.2 NM to fld. 1840/7E.

**CENTRAL NEBRASKA** N40°58.05' W98°18.52'

RCO 122.45 (COLUMBUS RADIO)

**CENTRAL NEBRASKA RGNL** (See GRAND ISLAND)

NDB CSB <b>389</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>4098</b> <b>2414</b> <b>2414</b>
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# NDB RWY 14

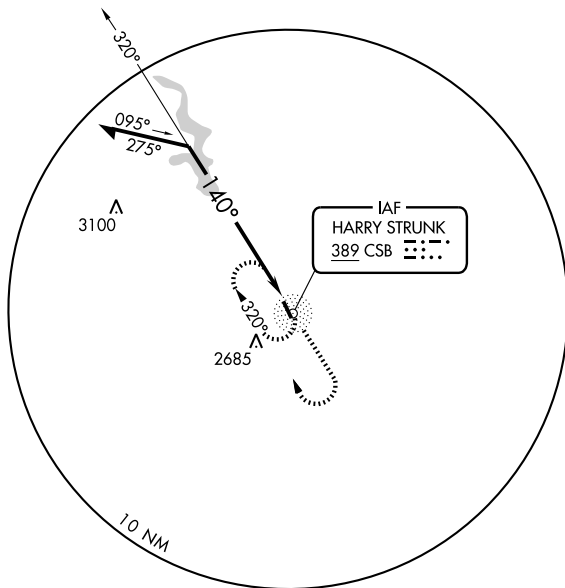
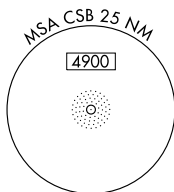
CAMBRIDGE MUNI (CSB)

**NA** Use McCook altimeter setting.

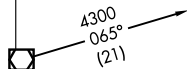
MISSED APPROACH: Climb to 4300 then right turn direct CSB NDB and hold.

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**

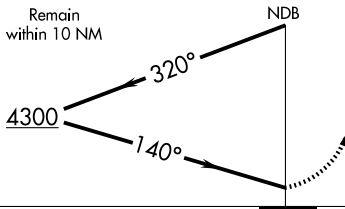


McCOOK  
115.3 MCK  
Chan 100



**A** 3104

Remain  
within 10 NM



4300



CSB



389

ELEV 2414

TDZE 2414

4098 x 60

140° to NDB

0.4% UP

32

MIRL Rwy 14-32 0

CATEGORY	A	B	C	D
S-14	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	
CIRCLING	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NDB CSB <b>389</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>4098</b> <b>2413</b> <b>2414</b>
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# NDB RWY 32

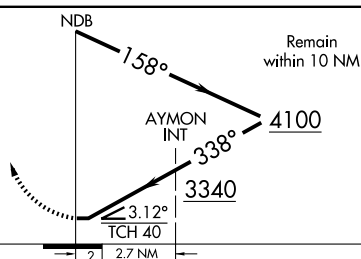
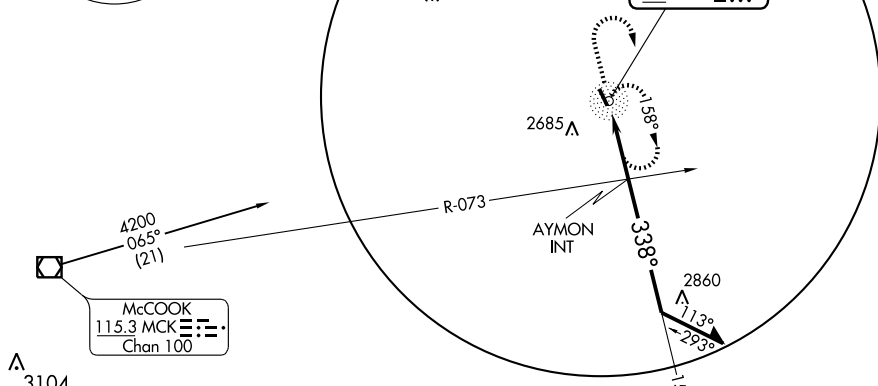
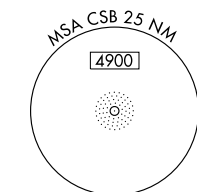
CAMBRIDGE MUNI (CSB)

▲ NA Use McCook altimeter setting.

MISSED APPROACH: Climb to 4100 then right turn direct CSB NDB and hold.

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**

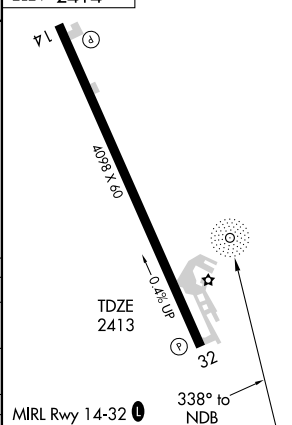


CATEGORY	A	B	C	D
S-32	3340-1¼ 927 (1000-1¼)		NA	
CIRCLING	3340-1¼ 926 (1000-1¼)		NA	

## AYMONT INT MINIMUMS

S-32	2940-1 527 (600-1)		NA	
CIRCLING	2980-1 566 (600-1)		NA	

ELEV 2414



Knots	60	90	120	150	180
Min:Sec					

# RNAV (GPS) RWY 14

## CAMBRIDGE MUNI (CSB)

APP CRS  
**147°**

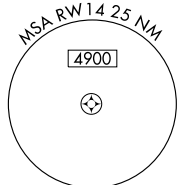
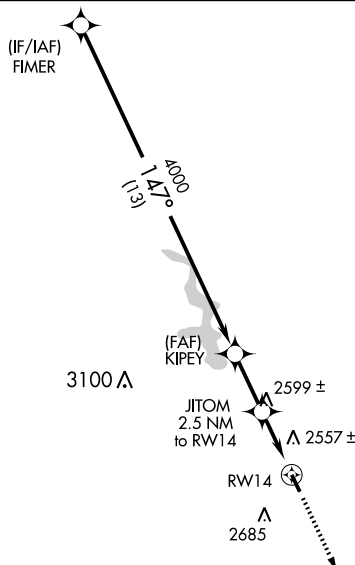
Rwy Idg **4098**  
TDZE **2414**  
Apt Elev **2414**

**▲** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Use McCook altimeter setting.

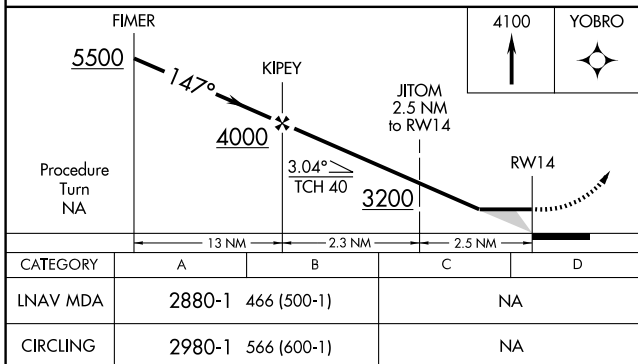
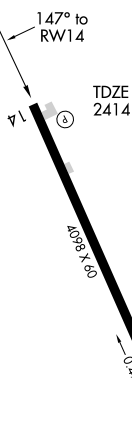
MISSED APPROACH: Climb to 4100 direct YOBRO WP and hold.

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) ①**



ELEV 2414





# RNAV (GPS) RWY 32

CAMBRIDGE MUNI (CSB)

APP CRS <b>327°</b>	Rwy Idg TDZE Apt Elev	<b>4098</b> <b>2413</b> <b>2414</b>
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**NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Use McCook altimeter setting.

MISSED APPROACH: Climb to 5500 direct FIMER and hold.

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX



3100

2685

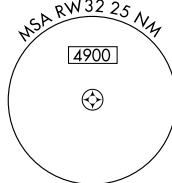
RW32

2549 ±  
(FAF) WURTC

4100  
(S) YOBRO

(IAF) HYANS  
4200 057° (S)

(IAF) GREVE  
4200 237° (S)



SPRIT

McCOOK  
MCK

5000  
097°  
(20.5)

5500

FIMER

YOBRO

WURTC

4200

4100

Procedure Turn  
NA

RW32

3.04°  
TCH 40

5.2 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	2860-1	447 (500-1)	NA	
CIRCLING	2980-1	566 (600-1)	NA	

ELEV 2414

14

60 X 80 ft

0.45 Up

TDZE 2413

32

327° to RW32

MIRL Rwy 14-32

**CHADRON MUNI** (CDR) 4 W UTC-7(-6DT) N42°50.25' W103°05.72'

3298 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE CDR

RWY 02-20: H5998X100 (CONC) S-30, D-55, 2D-90 HIRL 0.5% up SW

RWY 02: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 39'. Thld dsplcd 289'.

RWY 20: REIL. VASI(V4L)—GA 3.0° TCH 41'. Thld dsplcd 498'. Tree.

RWY 11-29: H4400X75 (CONC) S-21, D-30 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 42'.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-6002 TODA-6002 ASDA-5502 LDA-5212

RWY 20: TORA-6002 TODA-6002 ASDA-6002 LDA-5502

**AIRPORT REMARKS:** Attended 1500-2300Z+. For fuel after hrs call FBO phone 308-432-8128. On call 24hrs. ACTIVATE HIRL Rwy 02-20 and MIRL Rwy 11-29, REIL Rwy 02, Rwy 20 and Rwy 29, VASI Rwy 02 and Rwy 20 and MALSR Rwy 02—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.05 (308) 432-5574.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 122.1R, 113.4T (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

**AIRSPACE:** CLASS E svc Mon-Fri 1300-0600Z+, Sat and Sun 1500-0600Z+ other times CLASS G.

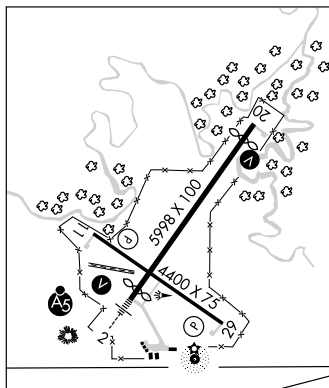
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDR.

(L) VOR/DME 113.4 CDR Chan 81 N42°33.53' W103°18.73' 017° 19.3 NM to fld. 4630/11E. HIWAS.

WHITNEY NDB (MHW) 275 HIN N42°49.73' W103°05.62' at fld.

DAWES NDB (LOM) 362 CD N42°45.31' W103°10.49' 024° 6.1 NM to fld.

ILS 110.9 I-CDR Rwy 02. LOM DAWES NDB.



CHEYENNE

H-5A, L-12G

IAP

**CHAPPELL** N41°04.60' W102°27.53' NOTAM FILE OLU.

NDB (MHW) 383 CNP at Billy G Ray Fld.

CHEYENNE

L-10G, L-12G

**CHAPPELL****BILLY G RAY FLD** (CNP) 1 S UTC-7(-6DT) N41°04.65' W102°27.84'

3682 B FUEL 100LL NOTAM FILE OLU

RWY 12-30: H4000X55 (ASPH) S-15 MIRL

RWY 12: Road. RWY 30: Thld dsplcd 130'. Road.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 12-30 preset on low ints, to increase ints ACTIVATE—CTAF.

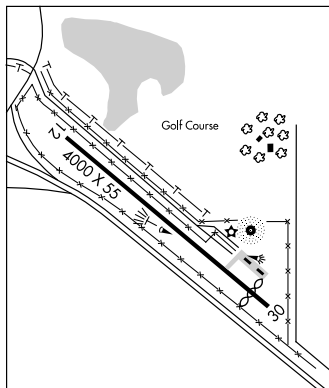
**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 118.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80' W102°58.98' 080° 23.6 NM to fld. 4300/13E.

CHAPPELL NDB (MHW) 383 CNP N41°04.60' W102°27.53' at fld. NOTAM FILE OLU.



CHEYENNE

L-10G, L-12G

IAP

LOC I-CDR	APP CRS	Rwy Idg	<b>5212</b>
<b><u>110.9</u></b>	<b>024°</b>	TDZE	<b>3292</b>
		Apt Elev	<b>3296</b>

ILS RWY 2  
CHADRON MUNI (CDR)

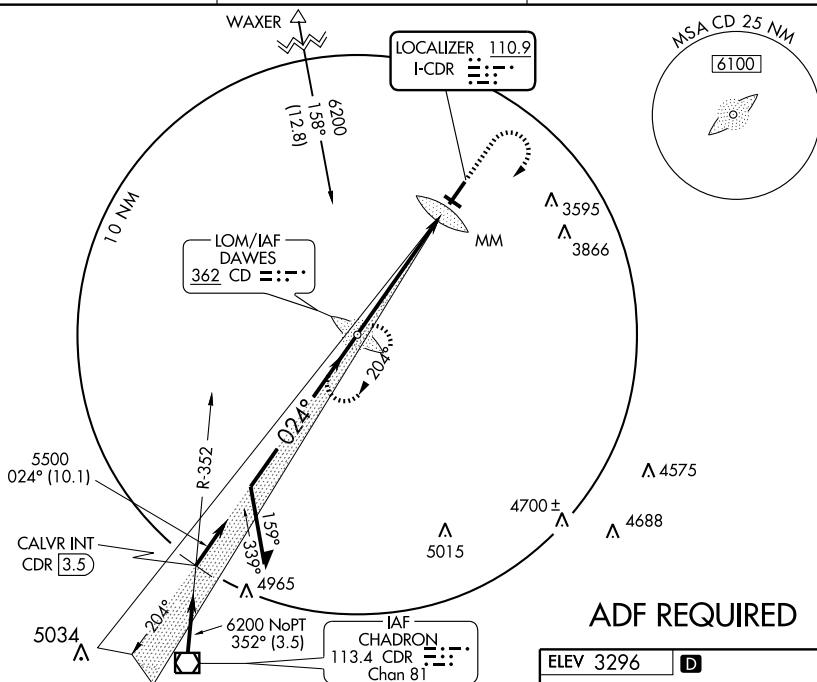
**A** Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.



**MISSED APPROACH:** Climb to 6200 then right turn direct DAWES LOM and hold.

ASOS  
118.05

DENVER CENTER  
127.95 338.2

UNICOM  
122.8 (CTAF) **L**

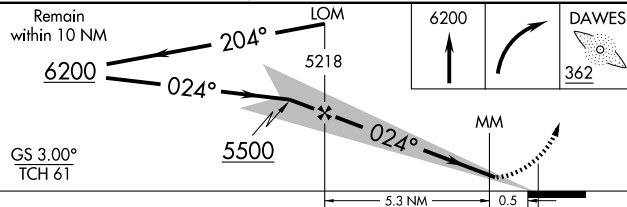
## ADF REQUIRED

ELEV 3296

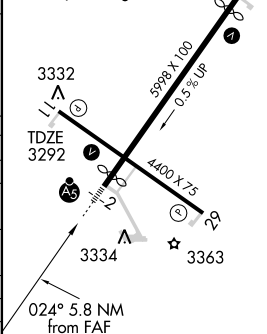
D

Remain  
within 10 NM

GS 3.00°  
TCH 61



REIL Rwy 2, 20 and 29 **L** 3294  
MIRL Rwy 11-29 **L** 3310 **A** **A**  
HIRL Rwy 2-20 **L** **OZ**



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CHADRON, NEBRASKA  
Amdt 1 10042

42°50' N-103°06' W

# CHADRON MUNI (CDR) ILS RWY 2

NDB HIN <u>275</u>	APP CRS <b>190°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>3282</b> <b>3296</b>
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# NDB RWY 20

CHADRON MUNI (CDR)

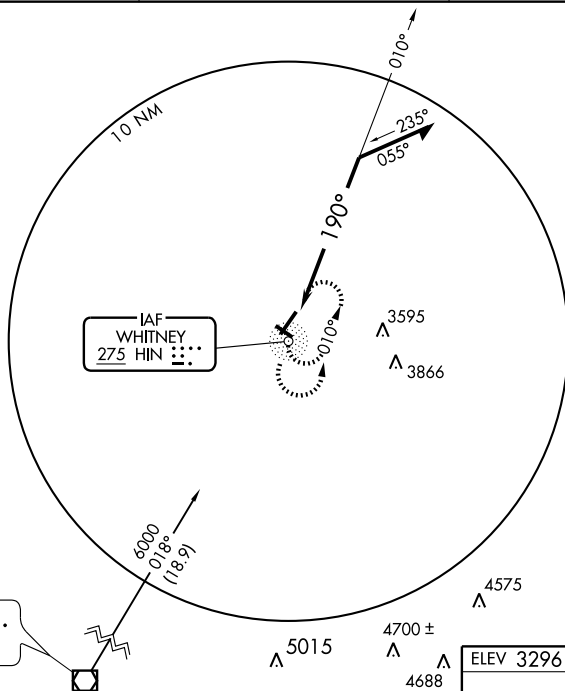
**A** Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MISSED APPROACH: Climbing left turn to 5300 in HIN NDB holding pattern.

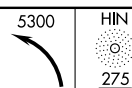
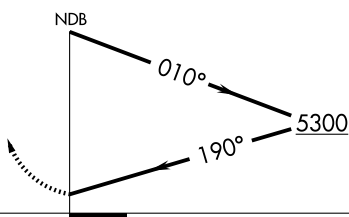
ASOS  
**118.05**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8 (CTAF) 0**

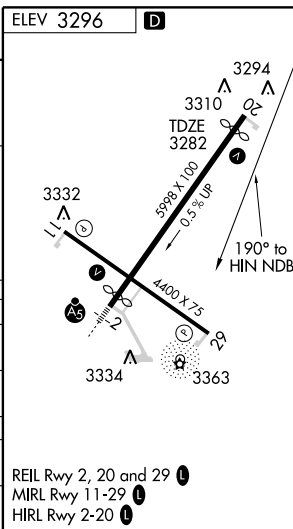


CHADRON  
113.4 CDR  
Chan 81



Remain  
within 10 NM

CATEGORY	A	B	C	D
S-20	3920-1 638 (700-1)		3920-1¾ 638 (700-1¾)	3920-2 638 (700-2)
CIRCLING	3920-1 624 (700-1)		3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4160-1 878 (900-1)	4160-1¼ 878 (900-1¼)	4160-2½ 878 (900-2½)	4160-2¾ 878 (900-2¾)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)



REIL Rwy 2, 20 and 29 0  
MIRL Rwy 11-29 0  
HIRL Rwy 2-20 0



APP CRS **204°**  
 Rwy Idg **5500**  
 TDZE **3283**  
 Apt Elev **3297**

## RNAV (GPS) RWY 20

CHADRON MUNI (CDR)



DME/DME RNP-0.3 NA. VDP NA with Pine Ridge altimeter setting. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 6300 direct MIQZI and hold.

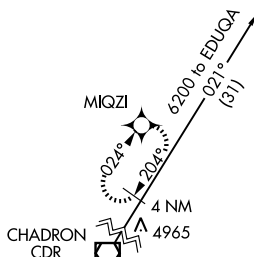
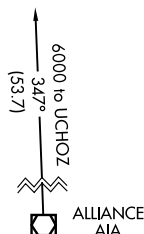
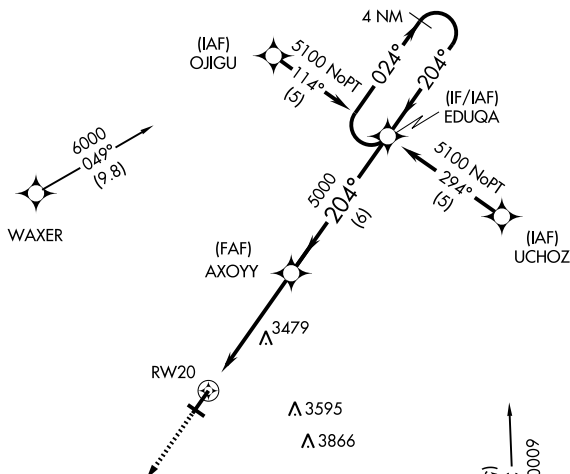
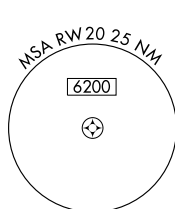
ASOS

**118.05**

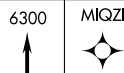
DENVER CENTER

**127.95 338.2**

UNICOM

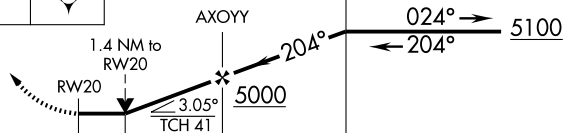
**122.8 (CTAF) 0**

Procedure NA for arrivals at CDR  
 VOR/DME via V169 Southbound.

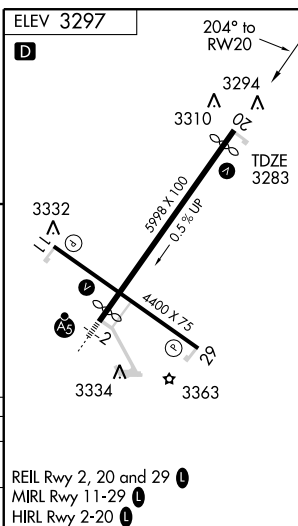


EDUQA

4 NM Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	3740-1 457 (500-1)	3740-1 457 (500-1 1/2)	3740-1 457 (500-1 1/2)	3740-1 457 (500-1 1/2)
CIRCLING	3920-1 623 (700-1)	3960-1 663 (700-1 1/4)	3960-1 663 (700-1 1/4)	3960-2 663 (700-2)



REIL Rwy 2, 20 and 29 0  
 MIRL Rwy 11-29 0  
 HIRL Rwy 2-20 0

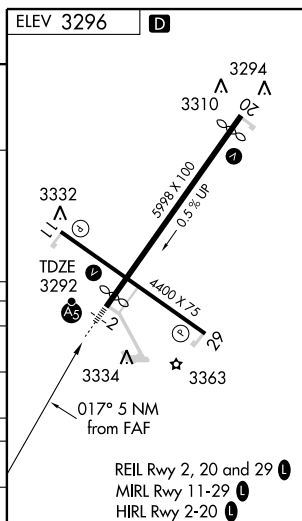
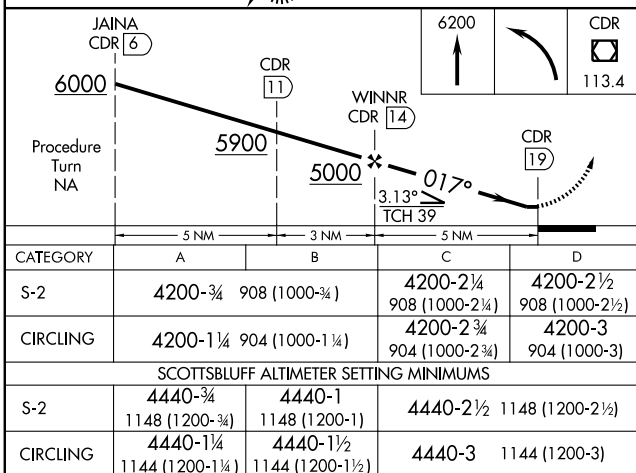
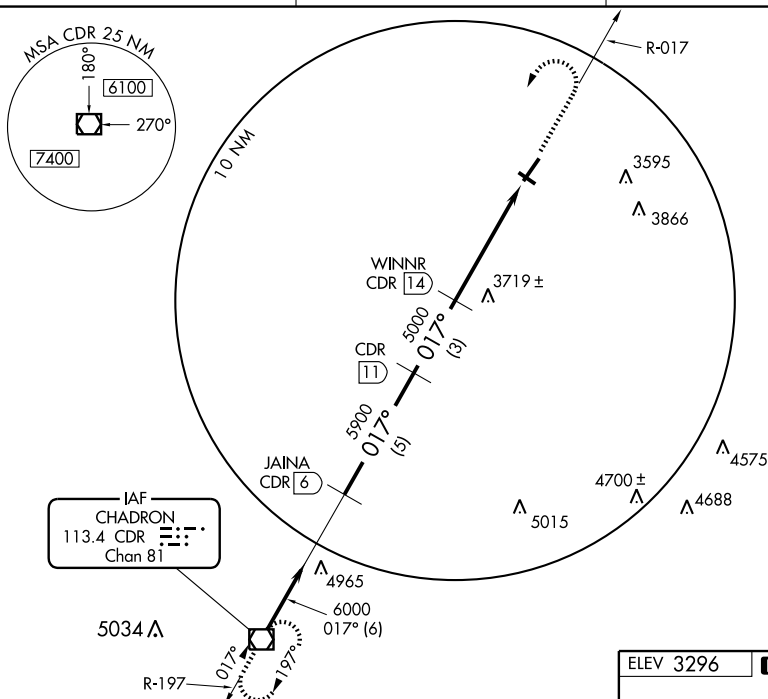
VOR/DME CDR <b>113.4</b> Chan <b>81</b>	APP CRS <b>017°</b>	Rwy Idg <b>5212</b> TDZE <b>3292</b> Apt Elev <b>3296</b>
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VOR/DME RWY 2  
CHADRON MUNI (CDR)

**A** Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MALSR

**MISSED APPROACH:** Climb to 6200 then left turn direct CDR VOR/DME and hold.

ASOS  
118.05DENVER CENTER  
127.95 338.2UNICOM  
122.8 (CTAF) **L**

CHADRON, NEBRASKA  
Amdt 2A 10042

42°50' N-103°06' W

CHADRON MUNI (CDR)  
VOR/DME RWY 2

NC-2: 21 OCT 2010 to 18 NOV 2010





**CHADRON MUNI** (CDR) 4 W UTC-7(-6DT) N42°50.25' W103°05.72'

3298 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE CDR

RWY 02-20: H5998X100 (CONC) S-30, D-55, 2D-90 HIRL 0.5% up SW

RWY 02: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 39'. Thld dsplcd 289'.

RWY 20: REIL. VASI(V4L)—GA 3.0° TCH 41'. Thld dsplcd 498'. Tree.

RWY 11-29: H4400X75 (CONC) S-21, D-30 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 42'.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-6002 TODA-6002 ASDA-5502 LDA-5212

RWY 20: TORA-6002 TODA-6002 ASDA-6002 LDA-5502

**AIRPORT REMARKS:** Attended 1500-2300Z+. For fuel after hrs call FBO phone 308-432-8128. On call 24hrs. ACTIVATE HIRL Rwy 02-20 and MIRL Rwy 11-29, REIL Rwy 02, Rwy 20 and Rwy 29, VASI Rwy 02 and Rwy 20 and MALSR Rwy 02—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.05 (308) 432-5574.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 122.1R, 113.4T (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

**AIRSPACE:** CLASS E svc Mon-Fri 1300-0600Z+, Sat and Sun 1500-0600Z+ other times CLASS G.

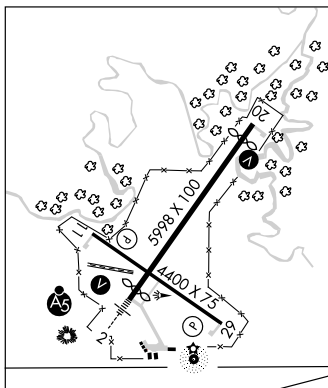
**RADIO AIDS TO NAVIGATION:** NOTAM FILE CDR.

(L) VOR/DME 113.4 CDR Chan 81 N42°33.53' W103°18.73' 017° 19.3 NM to fld. 4630/11E. HIWAS.

WHITNEY NDB (MHW) 275 HIN N42°49.73' W103°05.62' at fld.

DAWES NDB (LOM) 362 CD N42°45.31' W103°10.49' 024° 6.1 NM to fld.

ILS 110.9 I-CDR Rwy 02. LOM DAWES NDB.



CHEYENNE

H-5A, L-12G

IAP

**CHAPPELL** N41°04.60' W102°27.53' NOTAM FILE OLU.

NDB (MHW) 383 CNP at Billy G Ray Fld.

CHEYENNE

L-10G, L-12G

**CHAPPELL****BILLY G RAY FLD** (CNP) 1 S UTC-7(-6DT) N41°04.65' W102°27.84'

3682 B FUEL 100LL NOTAM FILE OLU

RWY 12-30: H4000X55 (ASPH) S-15 MIRL

RWY 12: Road. RWY 30: Thld dsplcd 130'. Road.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 12-30 preset on low ints, to increase ints ACTIVATE—CTAF.

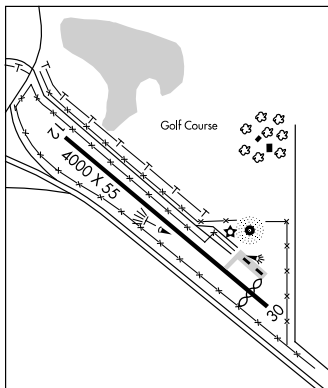
**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 118.475

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80' W102°58.98' 080° 23.6 NM to fld. 4300/13E.

CHAPPELL NDB (MHW) 383 CNP N41°04.60' W102°27.53' at fld. NOTAM FILE OLU.



CHEYENNE

L-10G, L-12G

IAP

NDB CNP <b>383</b>	APP CRS <b>312°</b>	Rwy Idg TDZE Apt Elev	<b>3870</b> <b>3680</b> <b>3680</b>
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# NDB or GPS RWY 30

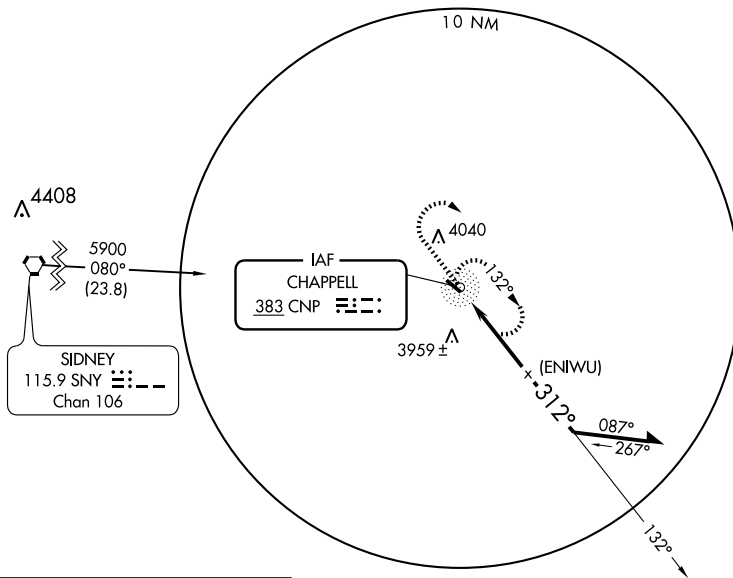
CHAPPELL/BILLY G.RAY FIELD (CNP)

**▲ NA** Use Sidney altimeter setting if not received, use Scottsbluff altimeter setting.

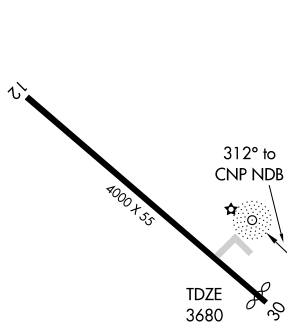
MISSED APPROACH: Climb to 5500 then right turn direct CNP NDB and hold.

DENVER CENTER  
**118.475 225.4**

CTAF  
**122.9 0**



ELEV 3680 Rwy 30 Idg 3870'



5500

CNP

383

NDB

Remain within 10 NM

5500

(ENIWU)

132°

312°

4 NM

CATEGORY	A	B	C	D
S-30	4460-1 780 (800-1)	4460-1¼ 780 (800-1¼)	4460-2¼ 780 (800-2¼)	4460-2½ 780 (800-2½)
CIRCLING	4540-1 860 (900-1)	4540-1¼ 860 (900-1¼)	4540-2½ 860 (900-2½)	4600-3 920 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-30	4520-1 840 (900-1)	4520-1¼ 840 (900-1¼)	4520-2½ 840 (900-2½)	4520-2¾ 840 (900-2¾)
CIRCLING	4600-1¼ 920 (1000-1¼)	4600-2¾ 920 (1000-2¾)	4660-3 980 (1000-3)	4660-3 980 (1000-3)

MIRL Rwy 12-30 0

CHAPPELL, NEBRASKA

Amdt 2A 09239

CHAPPELL/ BILLY G.RAY FIELD (CNP)

# NDB or GPS RWY 30

41° 05' N-102° 28' W

**COLUMBUS MUNI** (OLU) 1 NE UTC-6(-5DT) N41°26.88' W97°20.56'1447 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU

RWY 14-32: H6800X100 (CONC) S-43, D-58 MIRL

RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 44'. Thld displcd 950'. Bldg.

RWY 02-20: 4135X150 (TURF)

RWY 02: T-hangar.

RWY 20: P-lines.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-6800 TODA-6800 ASDA-6260 LDA-6260

RWY 32: TORA-6800 TODA-6800 ASDA-6800 LDA-5850

**AIRPORT REMARKS:** Attended daylight hours. For fuel after hrs ctc 402-276-5284. For svc after dark call 402-564-0521/7884. Deer and waterfowl in vicinity of arpt. Rwy 02-20 not plowed winter months. Rwy 32 is designated as the calm wind rwy. Rwy 14 sequence flashing lights OTS indef. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14, VASI Rwy 32, REIL Rwy 32, and MALSR Rwy 14—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (402) 563-3895. **HIWAS** 111.8 OLU.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.4 122.2 (COLUMBUS RADIO)

⑧ MINNEAPOLIS CENTER APP/DEP CON 128.75

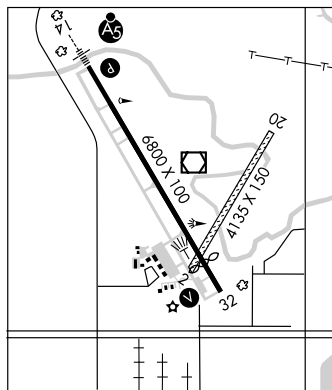
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.(L) **VORW/DME** 111.8 OLU Chan 55 N41°27.00' W97°20.45' at fld. 1442/8E. **HIWAS.**

VOR/DME unusable:

310°-334°byd 18 NM blo 3,500'

**PLATTE CENTER NDB (HW)** 407 PLT N41°29.79' W97°22.91'

ILS 109.1 I-OLU Rwy 14. LOC only.



335°-309° byd 25 NM blo 3,500'.  
141° 3.4 NM to fld.

**COZAD MUNI** (CZD) 1 NW UTC-6(-5DT) N40°52.18' W100°00.26'2503 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU

RWY 13-31: H5000X75 (CONC) S-30 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 31: PAPI(P2L)—GA 3.75° TCH 49'. Elevator.

RWY 18-36: 3000X300 (TURF)

RWY 18: Road.

RWY 36: Railroad.

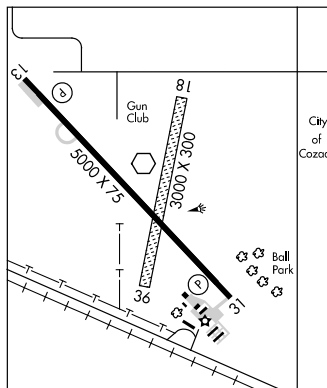
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Jet A fuel serviced by truck. Rwy 18-36 marked with yellow cones. Rwy 18-36 not plowed winter months. ACTIVATE MIRL Rwy 13-31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.**NORTH PLATTE (L) VORTACW** 117.4 LBF Chan 121 N41°02.92'W100°44.83' 096° 35.4 NM to fld. 2964/11E. **HIWAS.**(T) **VORW** 109.0 OZB N40°52.22' W100°00.23' at fld.

NOTAM FILE OLU.

**OMAHA**

H-5B, L-10H

IAP

**OMAHA**

H-5B, L-10H

IAP

City of Cozad

LOC I-OLU	APP CRS	Rwy Idg	<b>6260</b>
<b><u>109.1</u></b>	<b>142°</b>	TDZE	<b>1447</b>
		Apt Elev	<b>1447</b>

LOC/DME RWY 14  
COLUMBUS MUNI (OLU)



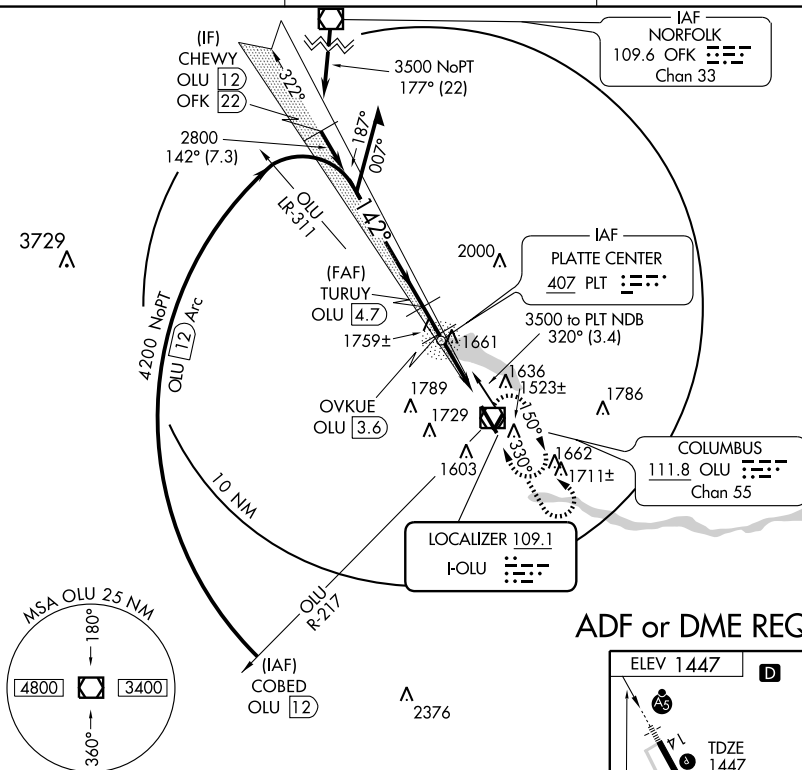
When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 100 feet and S-14 Cats C and D and circling Cat D visibility  $\frac{1}{4}$  mile.



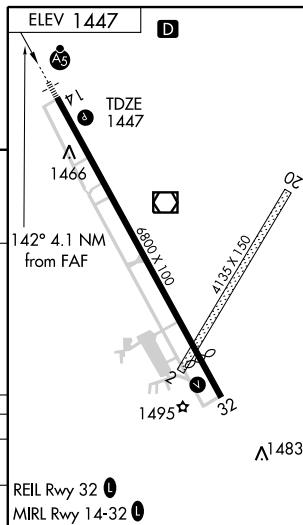
**MISSED APPROACH:** Climb to 3500 then left turn direct OLU VOR/DME and hold.

AWOS-3  
125.525

MINNEAPOLIS CENTER  
128.75 346.3

UNICOM  
123.05 (CTAF) **L**

## ADF or DME REQUIRED



The diagram illustrates a flight path starting at S-14, heading 1920-1/2, and turning right 74° to 1920-3/4. The path continues straight for 1.1 NM, then turns left 3° to 1920-1/2. A dashed line indicates a 3 NM distance to the Circling approach. The Circling approach starts at 2440, heading 1920-1/2, and turns right 60° to 1920-2. The final turn is right 80° to 1920-1. The diagram also shows a 32° angle between the initial heading and the NDB, and a 142° angle between the initial heading and the 2800 altitude point. The 2800 altitude point is marked with a star and labeled TURUY OLU 4.7. The 2440 altitude point is marked with a vertical line and labeled OVKUE OLU 3.6. The 1920-2 altitude point is marked with a vertical line and labeled OLU 0.6. The 1920-1 altitude point is marked with a vertical line and labeled OLU 0.6. The 1920-1/2 altitude point is marked with a vertical line and labeled TCH 40. The 1920-3/4 altitude point is marked with a vertical line and labeled NDB.

CATEGORY	A	B	C	D
S-14	1920- $\frac{1}{2}$	473 (500- $\frac{1}{2}$ )	1920- $\frac{3}{4}$ 473 (500- $\frac{3}{4}$ )	1920-1 473 (500-1)
CIRCLING	1940-1	493 (500-1)	1940-1 $\frac{1}{2}$ 493 (500-1 $\frac{1}{2}$ )	2040-2 593 (600-2)

COLUMBUS, NEBRASKA

Amdt 8A 21OCT10

41°27'N - 97°21' W

COLUMBUS MUNI (OLU)  
LOC/DME RWY 14

NC-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>60910</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Idg TDZE <b>1447</b> Apt Elev <b>1447</b>	<b>6260</b>
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# RNAV (GPS) RWY 14

COLUMBUS MUNI (OLU)

**V** DME/DME RNP -0.3 NA.  
BARO-VNAV NA below -15°C (5°F).  
For inoperative MALSR increase LPV all Cats  
visibility to 1 mile.

MALSR



MISSED APPROACH: Climb to 3200 direct ZINOS  
and hold.

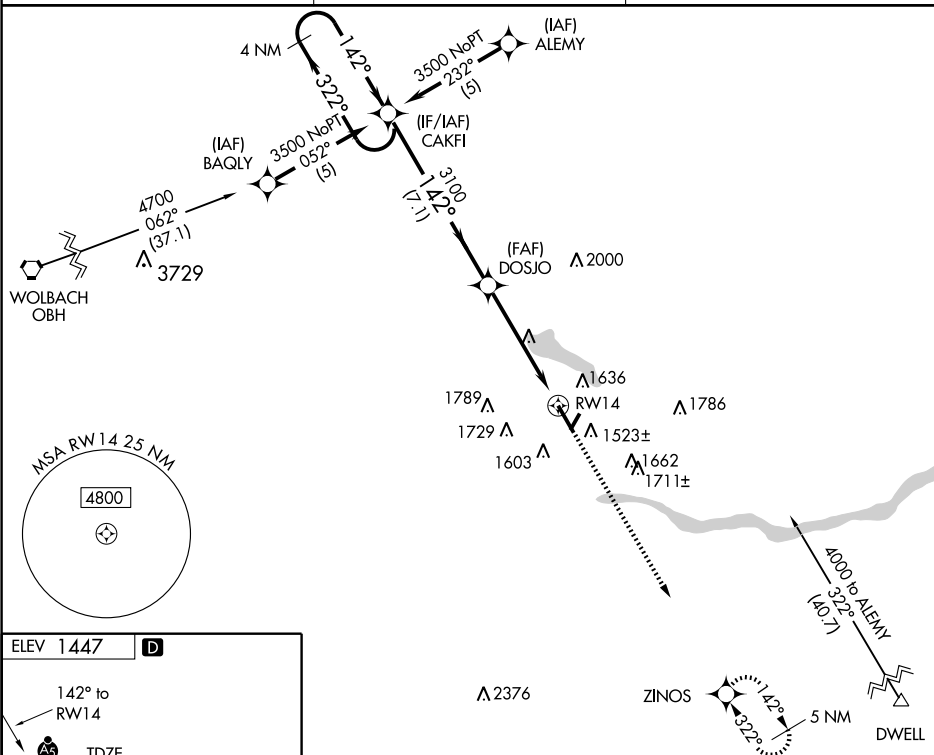
AWOS-3

**125.525**

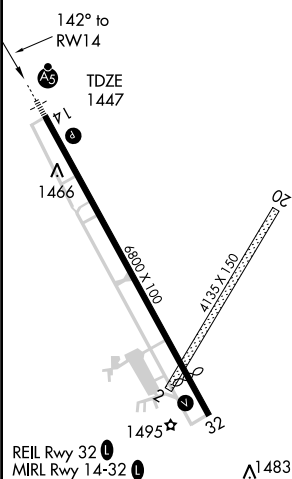
MINNEAPOLIS CENTER

**128.75 346.3**

UNICOM

**123.05 (CTAF) 0**

ELEV 1447

**D**

	4 NM Holding Pattern	CAKFI	* LNAV only	DOSJO	3200	ZINOS
	3500	322°	142°	3100	1.4 NM to RWY 14	RWY 14
	GS 3.00°	TCH 40	7.1 NM	3.6 NM	1.4	
CATEGORY	A	B	C	D		
LPV DA	1750-½ 303 (400-½)					
LNAV/VNAV DA	1840-1 393 (400-1)					
LNAV MDA	1920-½ 473 (500-½)	1920-¾ 473 (500-¾)	1920-1 473 (500-1)	2040-2 593 (600-2)		
CIRCLING	1940-1½ 493 (500-1½)					

WAAS CH <b>81810</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>5850</b> <b>1442</b> <b>1447</b>
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# RNAV (GPS) RWY 32

COLUMBUS MUNI (OLU)



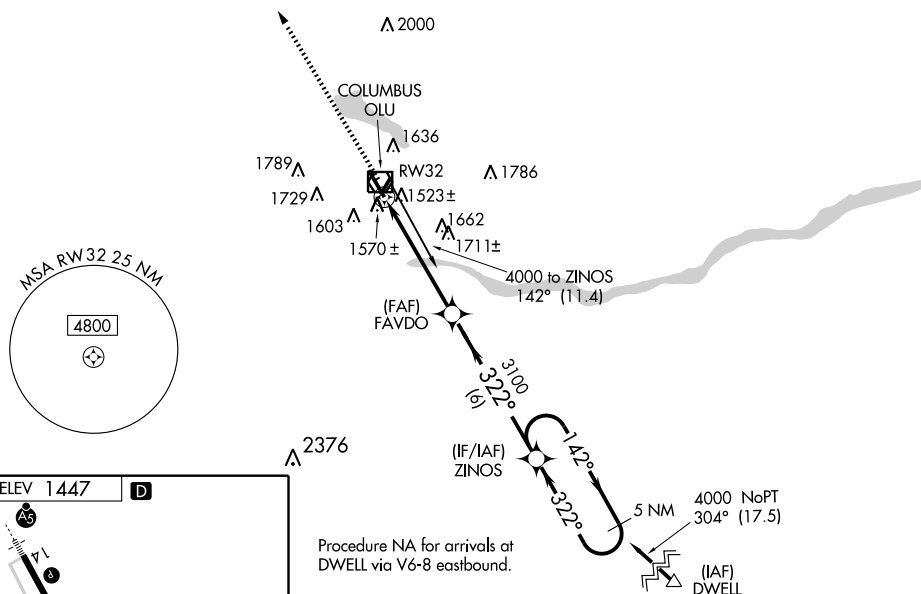
DME/DME RNP -0.3 NA  
Baro-VNAV NA below -1.5°C (5°F)

MISSED APPROACH: Climb to 4000 direct CAKFI and hold.

AWOS-3  
**125.525**

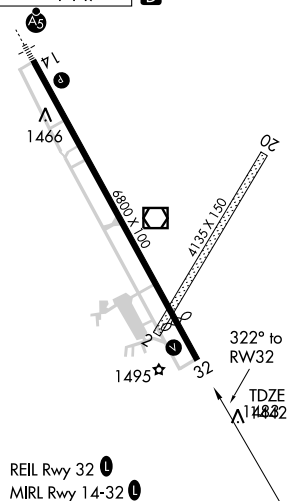
MINNEAPOLIS CENTER  
**128.75 346.3**

UNICOM  
**123.05 (CTAF) 0**



ELEV **1447**

**D**



Procedure NA for arrivals at  
DWELL via V6-8 eastbound.

4000		CAKFI	* LNAV only		ZINOS		5 NM Holding Pattern
1.1 NM		3.9 NM	6 NM		3100		GS 3.00° TCH 44
CATEGORY	A		B		C		D
LPV DA	1710-1		268 (300-1)				
LNAV/VNAV DA	1840-1½		398 (400-1½)				
LNAV MDA	1820-1		378 (400-1)		1820-1¼		378 (400-1¼)
CIRCLING	1940-1½		493 (500-1½)		2040-2		593 (600-2)

REIL Rwy 32 **0**

MRL Rwy 14-32 **0**

COLUMBUS, NEBRASKA

Orig-A 10182

41°27'N - 97°21'W

COLUMBUS MUNI (OLU)

# RNAV (GPS) RWY 32

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OLU <b>111.8</b> Chgn <b>55</b>	APP CRS <b>330°</b>	Rwy Idg <b>5850</b> TDZE <b>1442</b> Apt Elev <b>1447</b>
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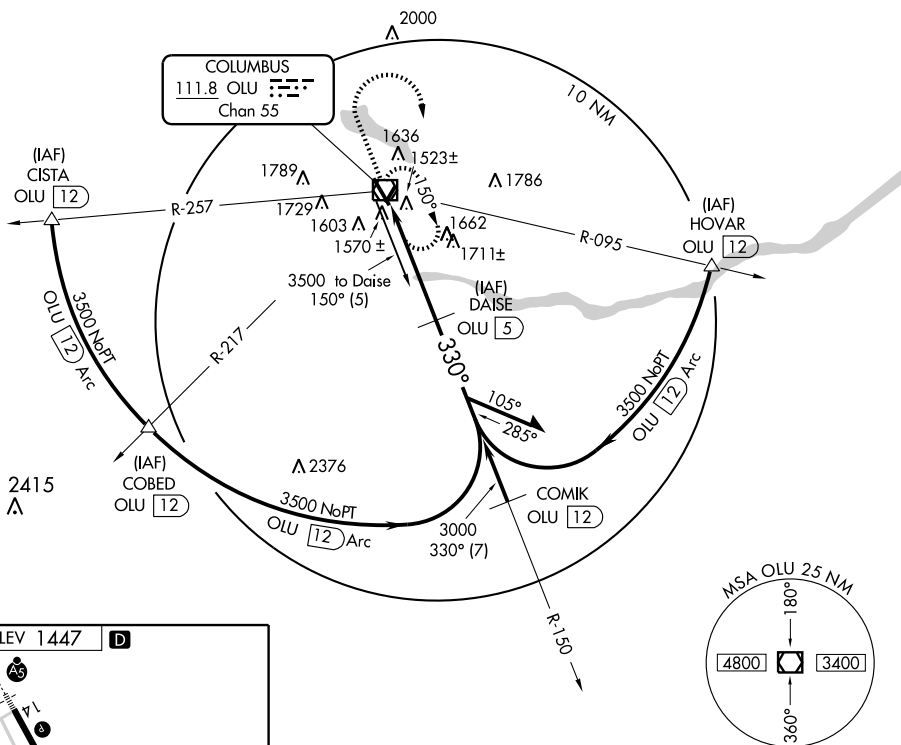
VOR/DME RWY 32  
COLUMBUS MUNI (OLU)

**T**

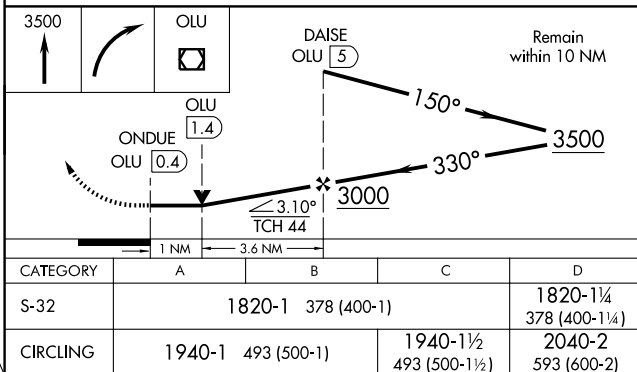
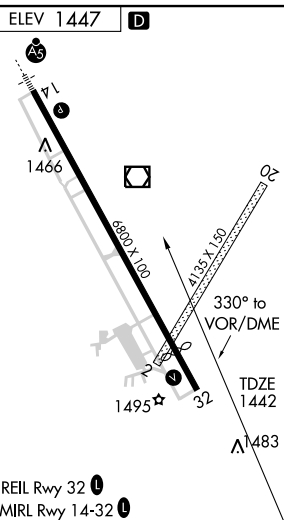
**MISSED APPROACH:** Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3  
**125.525**

MINNEAPOLIS CENTER  
128.75 346.3

UNICOM  
123.05 (CTAF) **L**

NC-2. 21 OCT 2010 to 18 NOV 2010



COLUMBUS, NEBRASKA  
Amdt 3 10182

41°27'N - 97°21' W

COLUMBUS MUNI (OLU)  
VOR/DME RWY 32

VOR/DME OLU <b>111.8</b> Chan <b>55</b>	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev <b>1447</b>	<b>6260</b> <b>1447</b>
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# VOR RWY 14

COLUMBUS MUNI (OLU)

**V** Inoperative table does not apply.



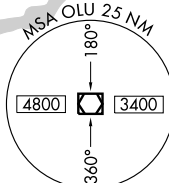
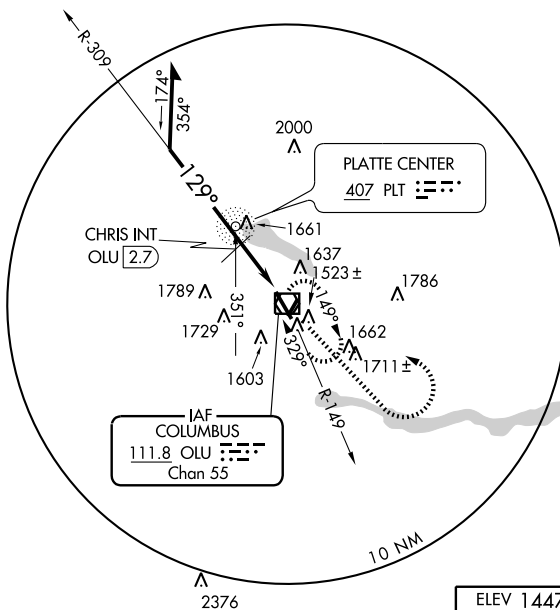
MISSED APPROACH: Climb to 3200 then left turn direct OLU VOR/DME and hold.

AWOS-3  
**125.525**

MINNEAPOLIS CENTER  
**128.75 346.3**

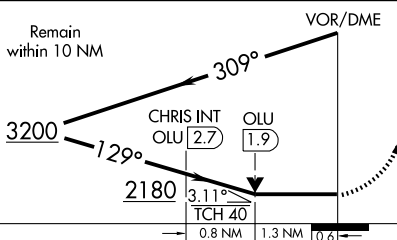
UNICOM  
**123.05** (CTAF) **0**

△ 3729



Maximum entry altitude 6000 at OLU VOR/DME.

Remain  
within 10 NM



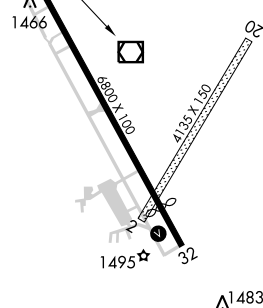
3200  
↑

OLU  
□

ELEV 1447 **D**

TDZE  
1447

129° to OLU  
VOR/DME



REIL Rwy 32 **0**  
MIRL Rwy 14-32 **0**

CATEGORY	A	B	C	D
S-14	2180-1 733 (800-1)		2180-2 733 (800-2)	2180-2¼ 733 (800-2¼)
CIRCLING	2180-1 733 (800-1)		2180-2 733 (800-2)	2180-2¼ 733 (800-2¼)
CHRIS FIX MINIMUMS				
S-14	1900-1 453 (500-1)		1900-1¼ 453 (500-1¼)	1900-1½ 453 (500-1½)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)



VOR/DME OLU <b>111.8</b> Chan <b>55</b>	APP CRS <b>330°</b>	Rwy Idg TDZE Apt Elev	<b>5850</b> <b>1442</b> <b>1447</b>
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# VOR RWY 32

COLUMBUS MUNI (OLU)



MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3  
**125.525**

MINNEAPOLIS CENTER  
**128.75 346.3**

UNICOM  
**123.05** (CTAF) **0**

△ 3729

IAF  
COLUMBUS  
111.8 OLU  
Chan 55

△ 2000  
△ 1636  
△ 1523±  
△ 1786  
△ 1789  
△ 1570±  
△ 1729  
△ 1603  
JUMUS  
OLU **2**  
△ 1662  
△ 1711±  
△ 1679±  
△ 1749±  
R 150  
330°  
105°  
285°

10 NM

△ 2376

MSA OLU 25 NM  
180°  
360°  
4800 3400

ELEV 1447

**D**

3500



OLU

VOR/DME

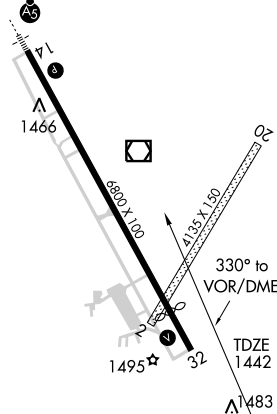
Remain  
within 10 NM

VGSI and descent  
angles not coincident.

150°  
330°  
3200  
2080  
OLU **1.4**  
JUMUS  
OLU **2**  
≤ 3.48°  
TCH 44

1 NM 0.6 NM

CATEGORY	A	B	C	D
S-32	2080-1	638 (700-1)	2080-1¾ 638 (700-1¾)	2080-2 638 (700-2)
CIRCLING	2080-1	633 (700-1)	2080-1¾ 633 (700-1¾)	2080-2 633 (700-2)
JUMUS DME MINIMUMS				
S-32	1820-1 378 (400-1)			1820-1¾ 378 (400-1¾)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)



**COLUMBUS MUNI** (OLU) 1 NE UTC-6(-5DT) N41°26.88' W97°20.56'1447 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU

RWY 14-32: H6800X100 (CONC) S-43, D-58 MIRL

RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 44'. Thld displcd 950'. Bldg.

RWY 02-20: 4135X150 (TURF)

RWY 02: T-hangar.

RWY 20: P-lines.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-6800 TODA-6800 ASDA-6260 LDA-6260

RWY 32: TORA-6800 TODA-6800 ASDA-6800 LDA-5850

**AIRPORT REMARKS:** Attended daylight hours. For fuel after hrs ctc 402-276-5284. For svc after dark call 402-564-0521/7884. Deer and waterfowl in vicinity of arpt. Rwy 02-20 not plowed winter months. Rwy 32 is designated as the calm wind rwy. Rwy 14 sequence flashing lights OTS indef. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14, VASI Rwy 32, REIL Rwy 32, and MALSR Rwy 14—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (402) 563-3895. **HIWAS** 111.8 OLU.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.4 122.2 (COLUMBUS RADIO)

⑧ MINNEAPOLIS CENTER APP/DEP CON 128.75

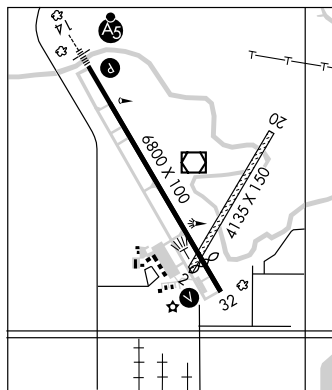
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.(L) **VORW/DME** 111.8 OLU Chan 55 N41°27.00' W97°20.45' at fld. 1442/8E. **HIWAS.**

VOR/DME unusable:

310°-334°byd 18 NM blo 3,500'

**PLATTE CENTER NDB (HW)** 407 PLT N41°29.79' W97°22.91'

ILS 109.1 I-OLU Rwy 14. LOC only.



335°-309° byd 25 NM blo 3,500'.  
141° 3.4 NM to fld.

**COZAD MUNI** (CZD) 1 NW UTC-6(-5DT) N40°52.18' W100°00.26'2503 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU

RWY 13-31: H5000X75 (CONC) S-30 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 31: PAPI(P2L)—GA 3.75° TCH 49'. Elevator.

RWY 18-36: 3000X300 (TURF)

RWY 18: Road.

RWY 36: Railroad.

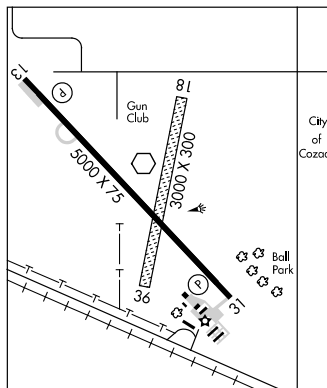
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Jet A fuel serviced by truck. Rwy 18-36 marked with yellow cones. Rwy 18-36 not plowed winter months. ACTIVATE MIRL Rwy 13-31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.**NORTH PLATTE (L) VORTACW** 117.4 LBF Chan 121 N41°02.92'W100°44.83' 096° 35.4 NM to fld. 2964/11E. **HIWAS.**(T) **VORW** 109.0 OZB N40°52.22' W100°00.23' at fld.

NOTAM FILE OLU.



WAAS Ch <b>93707</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>2503</b> <b>2503</b>
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# RNAV (GPS) RWY 13

COZAD MUNI (CZD)

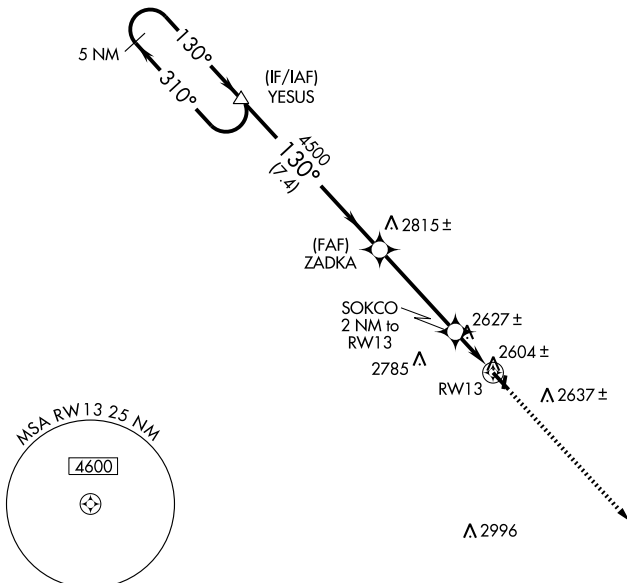
**▽** Circling to Rwy 18, 31, and 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA.  
**△** NA Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all DAs 79 feet and LPV and LNAV/VNAV visibility  $\frac{1}{4}$  mile all Cats, increase all MDAs 80 feet and circling Cat C visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:**  
Climb to 5500 direct  
TOKKU and hold.

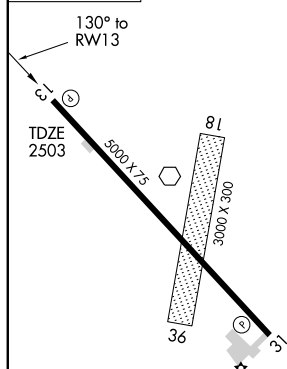
LEXINGTON AWOS-3  
**121.025**

DENVER CENTER  
**132.7 397.85**

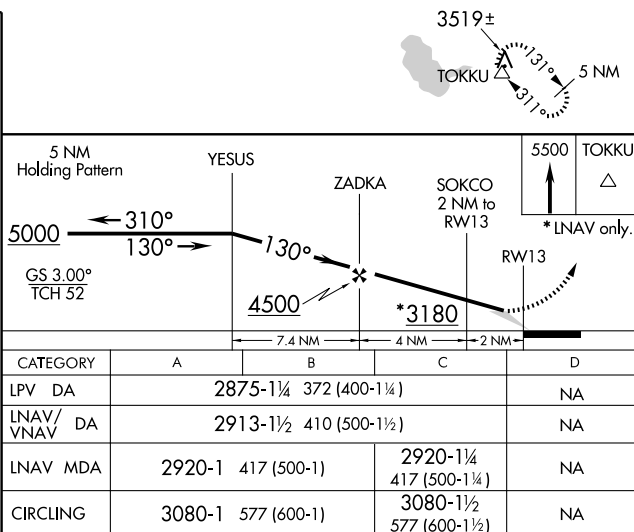
UNICOM  
**122.8 (CTAF) 0**



ELEV 2503



MIRL Rwy 13-31 0



## RNAV (GPS) RWY 31

COZAD MUNI (CZD)

APP CRS <b>310°</b>	Rwy Idg <b>5000</b>
	TDZE <b>2501</b>
	Apt Elev <b>2503</b>

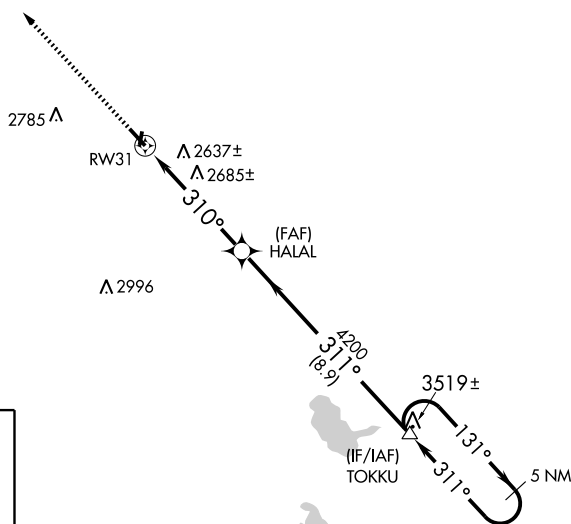
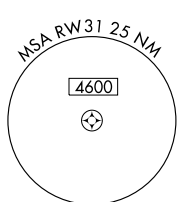
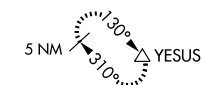
**⚠** Circling to Rwy 18, 31, and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ¼ mile and circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 5000 direct to YESUS and hold.

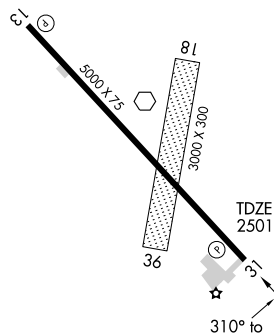
LEXINGTON AWOS-3  
**121.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



ELEV 2503



MIRL Rwy 13-31 0

5000	YESUS	5 NM Holding Pattern		
	△			
		HALAL		
		4200		
		310°		
		311°		
		131°		
		5500		
		VGSI and descent angles not coincident.		
		5.2 NM		
		8.9 NM		
CATEGORY	A	B	C	D
LNAV MDA	3040-1	539 (600-1)	3040-1½ 539 (600-1½)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

COZAD, NEBRASKA

Amdt 1 08157

40°52'N-100°00'W

COZAD MUNI (CZD)

RNAV (GPS) RWY 31

VOR OZB <b>109.0</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>2502</b> <b>2502</b>
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# VOR RWY 13

COZAD MUNI (CZD)

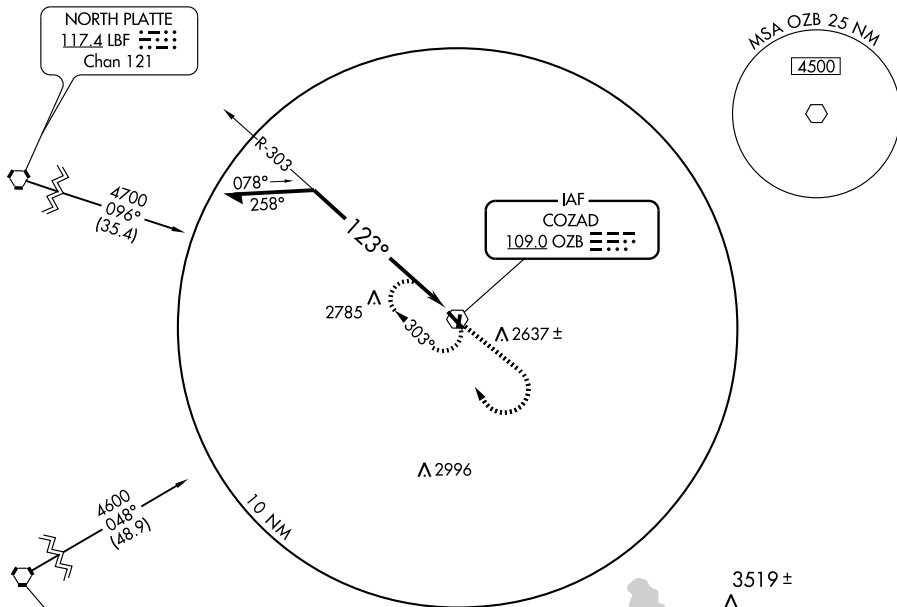
**▼** Use Lexington altimeter setting; if not received, use North  
**▲ NA** Platte altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4500 then right turn  
direct OZB VOR and hold.

LEXINGTON AWOS-3  
**121.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM

VOR

4500

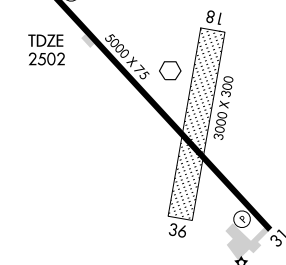
OZB

109.0

ELEV 2502

123°  
to VOR

TDZE 2502



MIRL Rwy 13-31 0

CATEGORY	A	B	C	D
S-13	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA
CIRCLING	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec					

**CREIGHTON MUNI** (6K3) 1 E UTC-6(-5DT) N42°28.30' W97°53.09'OMAHA  
L-12H

1653 B FUEL 100LL, MOGAS NOTAM FILE OLU

RWY 13-31: H3700X60 (CONC) S-12 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 40'. P-lines.

RWY 18-36: 2100X200 (TURF)

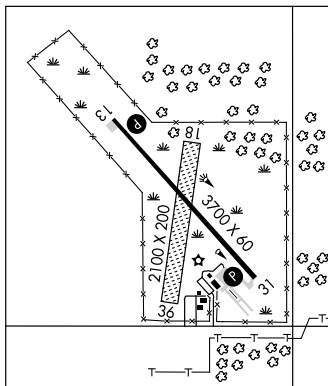
RWY 18: Fence. RWY 36: Road.

**AIRPORT REMARKS:** Unattended. For fuel call 402-358-5252. 24 hr credit card system. For MIRL Rwy 13-31 after 0500Z†

ACTIVATE—CTAF. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE YKN.

YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10' W97°23.10' 213° 34.7 NM to fld. 1301/7E.

**CRETE MUNI** (CEK) 2 E UTC-6(-5DT) N40°37.10' W96°55.54'

OMAHA

1500 B S4 FUEL 100LL, JET A, MOGAS

NOTAM FILE OLU

RWY 17-35: H4201X75 (CONC) S-28, D-48 MIRL 0.5% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 13-31: 3370X150 (TURF)

RWY 13: Tree.

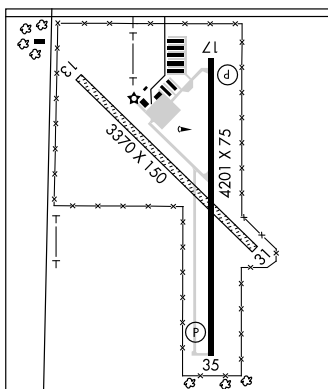
**AIRPORT REMARKS:** Attended 1400-0000Z†. For svc after hrs 402-826-3912. Parachute Jumping.**COMMUNICATIONS:** CTAF/UNICOM 122.8

① LINCOLN APP/DEP CON 124.0 (1130-0600Z†).

① MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z†).

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43' W96°44.52' 196° 20.2 NM to fld. 1370/9E.

L-101  
IAP**CREVE** N41°48.16' W103°29.93' NOTAM FILE BFF.

CHEYENNE

NDB (LOM) 263 BF 304° 6.1 NM to Western Neb Rgnl/William B. Heilig Fld. Unmonitored.

**CURTIS MUNI** (47V) 2E UTC-6(-5DT) N40°38.33' W100°28.37'OMAHA  
L-10H

2678 B FUEL 100LL NOTAM FILE OLU

RWY 12-30: H3402X60 (ASPH) S-12 MIRL

RWY 17-35: 2200X100 (TURF)

RWY 17: Fence. RWY 35: P-line.

**AIRPORT REMARKS:** Attended May-Sept Mon-Fri 1400-2300Z†. For fuel after hrs and unattended days call arpt manager 308-367-8772. Rwy 17-35 marked with yellow cones. ACTIVATE MIRL Rwy 12-30—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24' W100°55.42' 051° 23.4 NM to fld. 3010/11E.

**CUSTER COUNTY** N41°29.04' W99°41.34' NOTAM FILE BBW.OMAHA  
L-12H

(L)VORW/DME 108.2 CUZ Chan 19 135° 3.6 NM to Broken Bow Muni. 2850/8E.

WAAS CH <b>63107</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE <b>1500</b> Apt Elev <b>1500</b>
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# RNAV (GPS) RWY 17

CRETE MUNI (CEK)

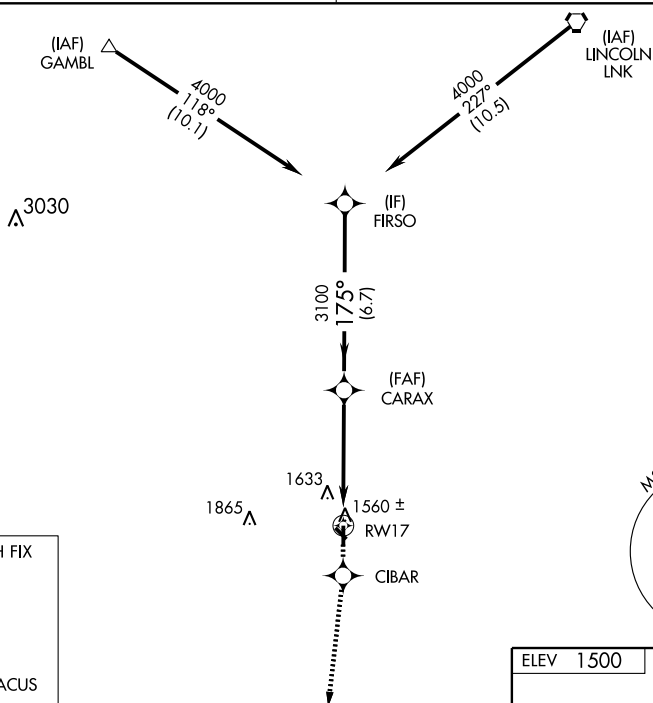
▼ Baro-VNAV NA. DME/DME RNP-0.3NA. Visibility reduction by helicopters NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting.

▲ NA

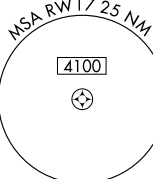
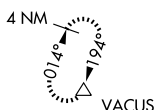
MISSED APPROACH: Climb to 4000 direct CIBAR and via 181° track to VACUS and hold, continue climb-in-hold to 4000.

LINCOLN APP CON ★  
**124.0 270.3**

UNICOM  
**122.8** (CTAF)

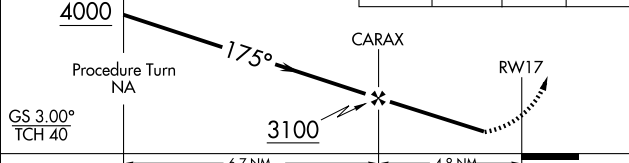


MISSED APCH FIX

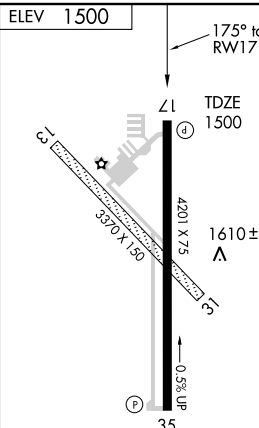


VGSI and RNAV glidepath not coincident.

4000	CIBAR	tr 181°	VACUS
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CATEGORY	A	B	C	D
LPV DA	1875-1¼	375 (400-1¼)	NA	NA
LNAV/VNAV DA	2051-2	551 (600-2)	NA	NA
LNAV MDA	2080-1	580 (600-1)	NA	NA
CIRCLING	2140-1	640 (700-1)	NA	NA



REIL Rwy 35  
MIRL Rwy 17-35

WAAS CH <b>77708</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>1498</b> <b>1500</b>
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**RNAV (GPS) RWY 35**

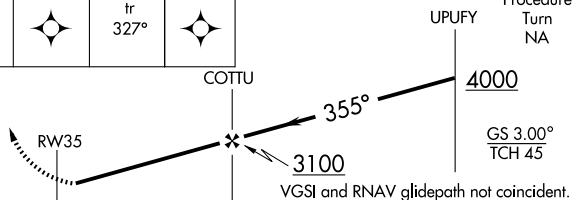
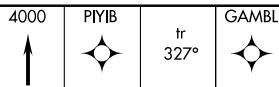
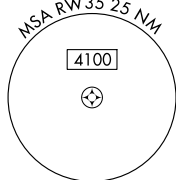
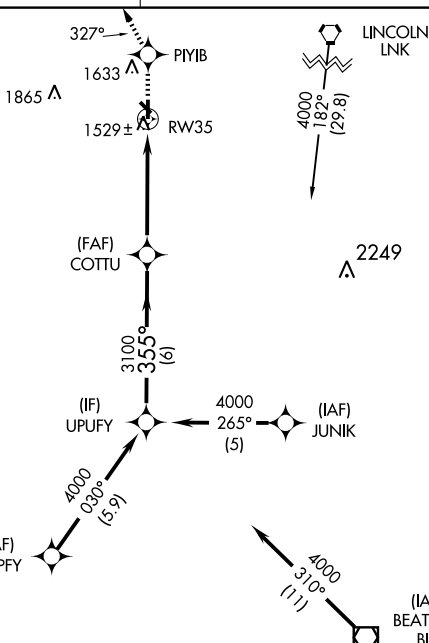
CRETE MUNI (CEK)

**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 4000 direct PIYB and via 327° track to GAMBL and hold.

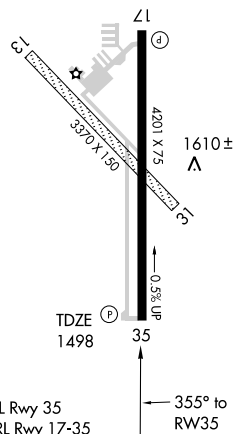
**LINCOLN APP CON \***  
**124.0 270.3**

**UNICOM**  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	1824-1¼	326 (400-1¼)	NA	NA
LNAV/VNAV DA	1855-1¼	357 (400-1¼)	NA	NA
LNAV MDA	2040-1	542 (600-1)	NA	NA
CIRCLING	2140-1	640 (700-1)	NA	NA

ELEV 1500





VORTAC LNK <b>116.1</b> Chan <b>108</b>	APP CRS <b>196°</b>	Rwy Idg <b>4201</b> TDZE <b>1500</b> Apt Elev <b>1500</b>
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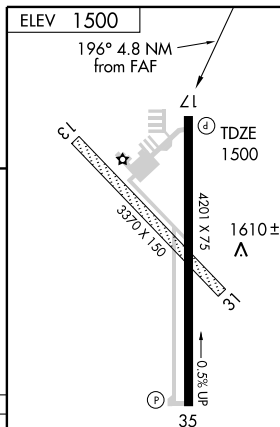
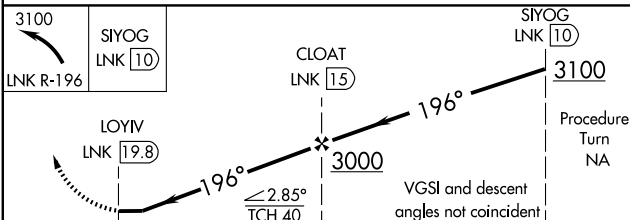
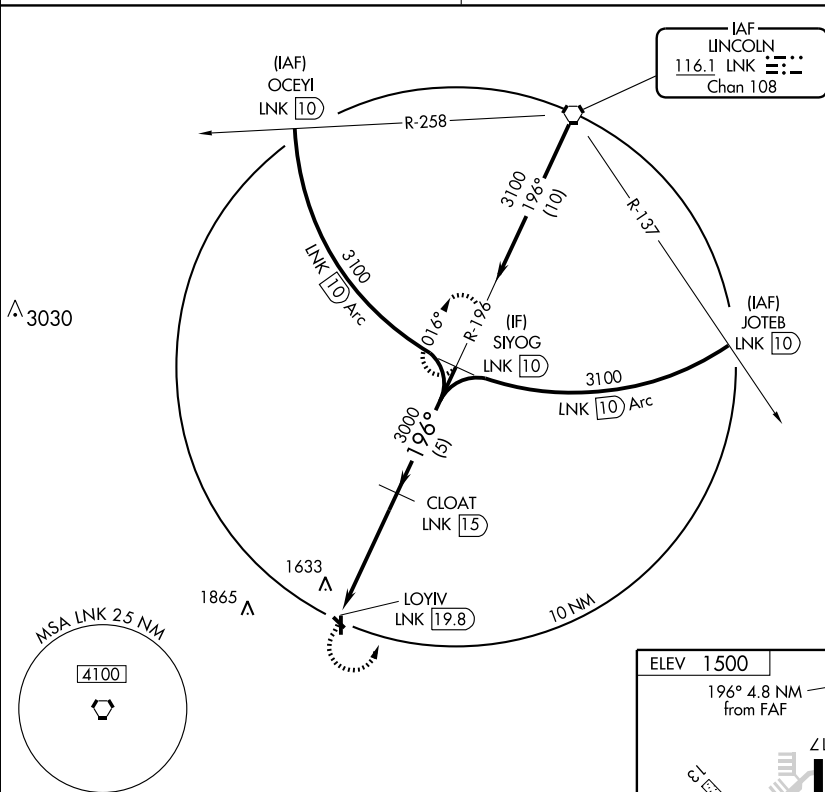
VOR/DME RWY 17  
CRETE MUNI (CEK)

**T** Use Lincoln altimeter setting; when not received, use  
**A** NA Beatrice altimeter setting. Visibility reduction by  
 helicopters NA.

**MISSED APPROACH:** Climbing left turn to 3100 via LNK VORTAC R-196 to SIYOG/10 DME and hold.

LINCOLN APP CON★  
124.0 270.3

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
S-17	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	

REIL Rwy 35  
MIRL Rwy 17-35

VORTAC LNK	APP CRS	Rwy Idg	<b>4201</b>
<u>116.1</u>	<b>015°</b>	TDZE	<b>1497</b>
Chan <b>108</b>		Apt Elev	<b>1499</b>

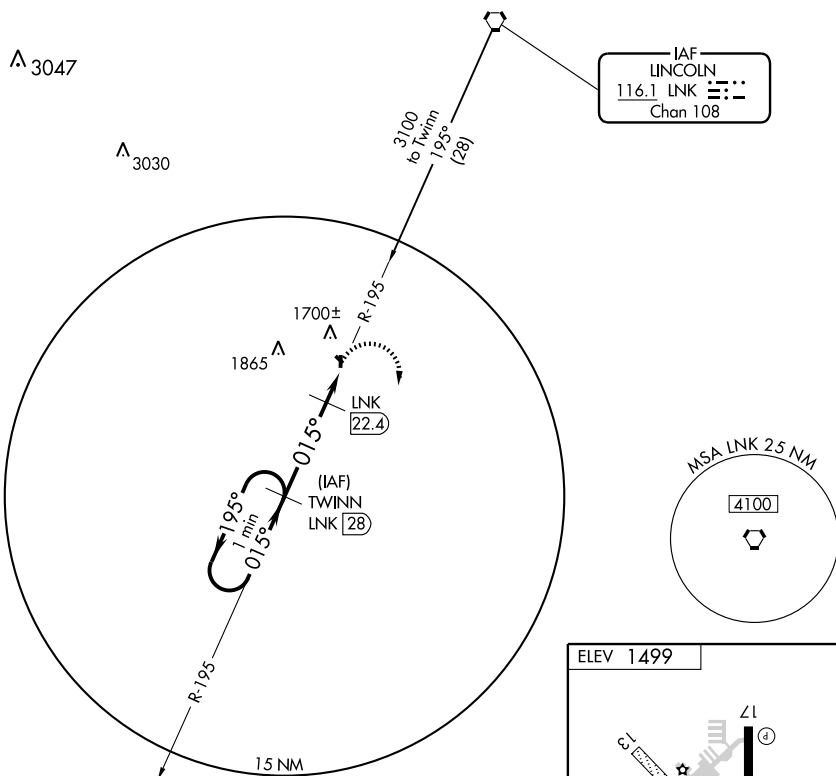
VOR/DME RWY 35  
CRETE MUNI (CEK)

**NA** Use Lincoln altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3100 via LNK R-195 to TWINN/LNK 28 DME and hold.

LINCOLN APP CON★  
124.0 270.3

UNICOM  
122.8 (CTAF)



### One Minute Holding Pattern

TWINN  
LNK 28

3100

TWINN  
LINK 

$$3100 \xleftarrow{195^\circ} \frac{\quad}{0150}$$

015°.

22.4)

2140

A horizontal number line with a vertical tick mark at the origin. An arrow points from the origin to the right, ending at a tick mark labeled 1.9.

CATEGORY

A

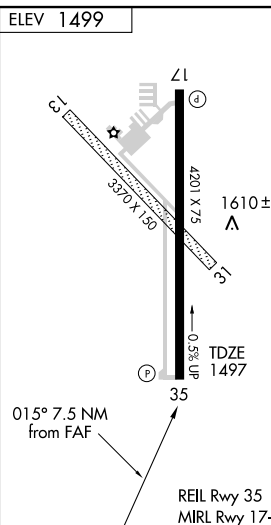
20

21

2140-1 641 (700-1)

NA

NA



CRETE, NEBRASKA

Amdt 3B 10266

40°37'N-96°56'W

CRETE MUNI (CEK)

VOR/DME RWY 35

NC-2: 21 OCT 2010 to 18 NOV 2010

**DARR** N40°50.67' W99°51.37' NOTAM FILE LXN.  
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld.

OMAHA  
L-10H

**DAVID CITY MUNI** (93Y) 1 S UTC-6(-5DT) N41°13.82' W97°07.35'

OMAHA  
L-10I, 12I  
IAP

1617 B FUEL 100LL, MOGAS TPA-2417(800) NOTAM FILE OLU

RWY 14-32: H3675X60 (ASPH) S-12.5 MIRL

RWY 14: Thld dsplcd 75'. Road. RWY 32: Rgt tfc.

RWY 01-19: 2100X120 (TURF)

RWY 01: Fence. Rgt tfc.

RWY 19: Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-3675 TODA-3675 ASDA-3675 LDA-3600

RWY 32: TORA-3675 TODA-3675 ASDA-3675 LDA-3675

**AIRPORT REMARKS:** Unattended. For fuel and emerg call 402-367-3133. Rwy 01-19 not plowed winter months.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ LINCOLN APP/DEP CON 124.0 (1130-0600Z†)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

COLUMBUS (L) VORW/DME 111.8 OLU Chan 55 N41°27.00' W97°20.45' 135° 16.4 NM to fld. 1442/8E.  
HIWAS.

**DAWES** N42°45.31' W103°10.49' NOTAM FILE CDR.

CHEYENNE

NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

**EPPLEY AIRFIELD** (See OMAHA)

**EVELYN SHARP FLD** (See ORD)

**FAIRBURY MUNI** (FBY) 3 NE UTC-6(-5DT) N40°10.98' W97°10.16'

OMAHA  
L-10I  
IAP

1479 B FUEL 100LL TPA-2279(800) NOTAM FILE OLU

RWY 17-35: H3700X75 (CONC) S-12 MIRL 0.4% up N

RWY 11-29: 2455X150 (TURF) 0.6% up NW

**AIRPORT REMARKS:** Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17-35-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 126.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02' W96°12.38' 264° 44.3 NM to fld. 1360/5E.  
HIWAS.

NDB (MHW) 293 FBY N40°10.60' W97°09.95' at fld.

**FAIRMONT STATE AIRFIELD** (FMZ) 3 S UTC-6(-5DT) N40°35.17' W97°34.39'

OMAHA  
L-10I  
IAP

1636 B FUEL 100LL TPA-2636(1000) NOTAM FILE OLU

RWY 17-35: H4316X75 (CONC) MIRL

RWY 35: VASI (V2L)-GA 3.0° TCH 26'.

RWY 12-30: H3021X60 (CONC)

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17-35-CTAF.

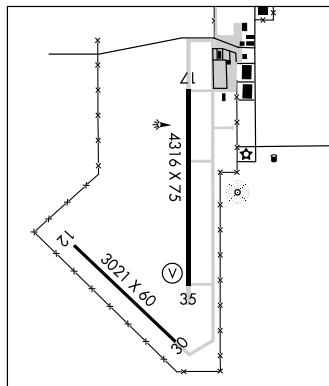
**COMMUNICATIONS:** CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' 084° 39.2 NM to fld. 1950/7E. HIWAS.

BEKLOF NDB (MHW) 392 FMZ N40°35.40' W97°34.08' at fld.  
NOTAM FILE OLU.



WAAS CH <b>69315</b> <b>W14A</b>	APP CRS <b>141°</b>	Rwy Idg <b>3600</b> TDZE <b>1617</b> Apt Elev <b>1617</b>
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**RNAV (GPS) RWY 14**

DAVID CITY MUNI (93Y)

**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

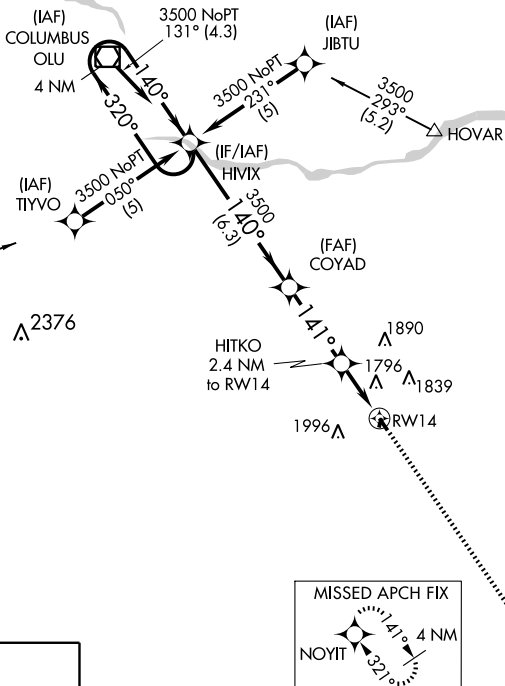
**MISSED APPROACH:**  
 Climb to 3500 direct  
 NOYIT and hold.

COLUMBUS AWOS-3  
**125.525**

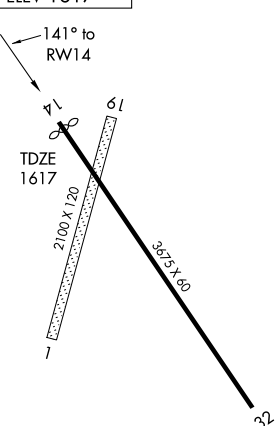
LINCOLN APP CON  
**124.0 270.3**

CTAF  
**122.9**

Procedure NA for arrivals  
 at OLU VOR/DME via  
 V71 northwest bound.



ELEV 1617

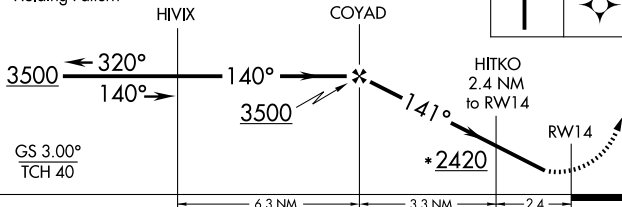


4 NM  
 Holding Pattern

\* LNAV Only

3500

NOYIT



CATEGORY	A	B	C	D
LPV DA	1971-1¼	354 (400-1¼)	NA	
LNAV/VNAV DA	2174-2	557 (600-2)	NA	
LNAV MDA	2120-1	503 (600-1)	NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

DAVID CITY, NEBRASKA

Amdt 1 17DEC09

41°14'N-97°07'W

DAVID CITY MUNI (93Y)

**RNAV (GPS) RWY 14**

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS  
CH 50315  
W32A

APP CRS  
**321°**

Rwy Idg	<b>3675</b>
TDZE	<b>1617</b>
Apt Elev	<b>1617</b>

## RNAV (GPS) RWY 32

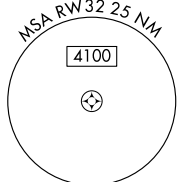
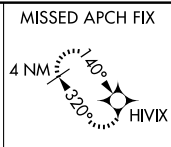
DAVID CITY MUNI (93Y)

**T** Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Columbus altimeter setting;  
**A** NA when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet;  
 increase LPV visibility ¼ mile all Cats.

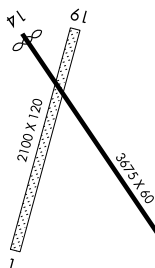
**MISSED APPROACH:**  
Climb to 3500 direct  
HIVIX and hold.

COLUMBUS AWOS-3  
125.525

LINCOLN APP CON  
124.0 270.3

CTAF  
122.9

ELEV 1617



MIRL Rwy 14-32

321° to 1

Diagram illustrating the 3500° Holding Pattern. The pattern is a series of turns around a fix (HIBVO). The inbound leg is 3.3 NM, and the outbound leg is 6.2 NM. The pattern is a 3500° holding pattern. The diagram shows the pattern with a 3500° heading, a 321° heading, and a 141° heading. The pattern is a series of turns around a fix (HIBVO). The diagram also shows the pattern with a 3500° heading, a 321° heading, and a 141° heading. The pattern is a series of turns around a fix (HIBVO).

DAVID CITY, NEBRASKA

Amdt 1 17DEC09

41°14'N-97°07'W

DAVID CITY MUNI (93Y)

RNAV (GPS) RWY 32

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

VOR/DME OLU  
**111.8**  
Chan **55**

APP CRS  
**315°**

Rwy Idg  
TDZE **1617**  
Apt Elev **1617**

**VOR/DME RWY 32**  
DAVID CITY MUNI (93Y)

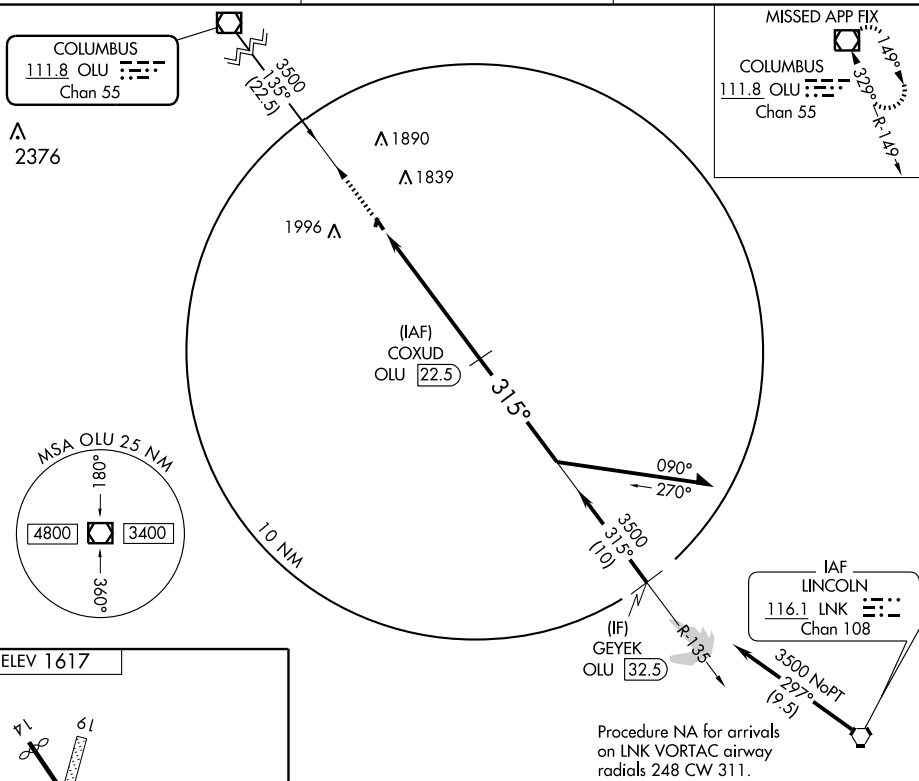
▼ Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3500 direct OLU VOR/DME and hold.

COLUMBUS AWOS-3  
**125.525**

LINCOLN APP CON  
**124.0 270.3**

CTAF  
**122.9**



3500  
↑  
OLU  
111.8

COXUD  
OLU [22.5]

Remain within 10NM

OLU  
16.8

315°

3500

135°

315°

3500

≤ 3.06°  
TCH 40

5.7 NM

CATEGORY	A	B	C	D
S-32	2200-1	583 (600-1)	NA	
CIRCLING	2200-1 583 (600-1)	2420-1¼ 803 (900-1¼)	NA	

MIRL Rwy 14-32

**DARR** N40°50.67' W99°51.37' NOTAM FILE LXN.  
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld.

OMAHA  
L-10H

**DAVID CITY MUNI** (93Y) 1 S UTC-6(-5DT) N41°13.82' W97°07.35'

OMAHA  
L-10I, 12I  
IAP

1617 B FUEL 100LL, MOGAS TPA-2417(800) NOTAM FILE OLU

RWY 14-32: H3675X60 (ASPH) S-12.5 MIRL

RWY 14: Thld dsplcd 75'. Road. RWY 32: Rgt tfc.

RWY 01-19: 2100X120 (TURF)

RWY 01: Fence. Rgt tfc.

RWY 19: Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-3675 TODA-3675 ASDA-3675 LDA-3600

RWY 32: TORA-3675 TODA-3675 ASDA-3675 LDA-3675

**AIRPORT REMARKS:** Unattended. For fuel and emerg call 402-367-3133. Rwy 01-19 not plowed winter months.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ LINCOLN APP/DEP CON 124.0 (1130-0600Z†)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

COLUMBUS (L) VOR/DME 111.8 OLU Chan 55 N41°27.00' W97°20.45' 135° 16.4 NM to fld. 1442/8E.  
HIWAS.

**DAWES** N42°45.31' W103°10.49' NOTAM FILE CDR.

CHEYENNE

NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

**EPPLEY AIRFIELD** (See OMAHA)

**EVELYN SHARP FLD** (See ORD)

**FAIRBURY MUNI** (FBY) 3 NE UTC-6(-5DT) N40°10.98' W97°10.16'

OMAHA  
L-10I  
IAP

1479 B FUEL 100LL TPA-2279(800) NOTAM FILE OLU

RWY 17-35: H3700X75 (CONC) S-12 MIRL 0.4% up N

RWY 11-29: 2455X150 (TURF) 0.6% up NW

**AIRPORT REMARKS:** Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17-35-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 126.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02' W96°12.38' 264° 44.3 NM to fld. 1360/5E.  
HIWAS.

NDB (MHW) 293 FBY N40°10.60' W97°09.95' at fld.

**FAIRMONT STATE AIRFIELD** (FMZ) 3 S UTC-6(-5DT) N40°35.17' W97°34.39'

OMAHA  
L-10I  
IAP

1636 B FUEL 100LL TPA-2636(1000) NOTAM FILE OLU

RWY 17-35: H4316X75 (CONC) MIRL

RWY 35: VASI (V2L)-GA 3.0° TCH 26'.

RWY 12-30: H3021X60 (CONC)

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17-35-CTAF.

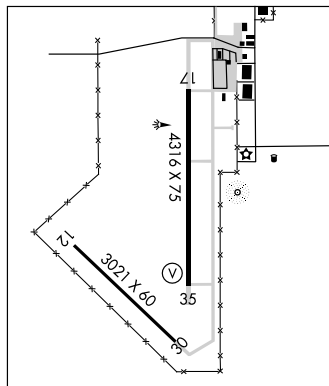
**COMMUNICATIONS:** CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' 084° 39.2 NM to fld. 1950/7E. HIWAS.

BEKLOF NDB (MHW) 392 FMZ N40°35.40' W97°34.08' at fld.  
NOTAM FILE OLU.



NDB FBY <b>293</b>	APP CRS <b>186°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1479</b>
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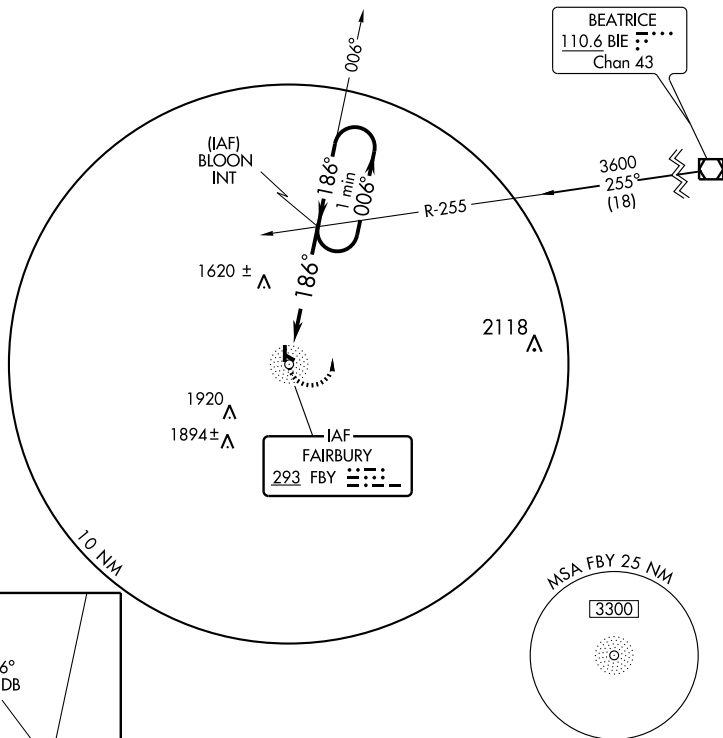
**NDB-A**  
FAIRBURY MUNI (FBY)

▼ Use Hebron Muni altimeter setting.  
▲ NA

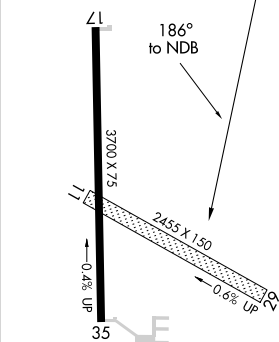
MISSED APPROACH: Climbing left turn to 3600 via FBY bearing 006° to BLOON Int and hold.

MINNEAPOLIS CENTER  
**126.4 317.7**

UNICOM  
**122.7 (CTAF) 0**



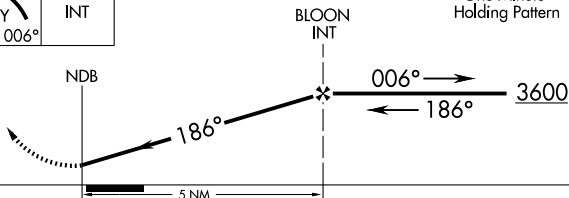
ELEV **1479**



3600  
FBY  
BRG 006°

BLOON INT

One Minute  
Holding Pattern



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2000-1 521 (600-1)	2040-1 561 (600-1)	NA	

FAIRBURY, NEBRASKA

Amdt 3A 08213

40° 11' N-97° 10' W

FAIRBURY MUNI (FBY)

**NDB-A**



WAAS CH <b>77608</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg <b>3700</b> TDZE <b>1479</b> Apt Elev <b>1479</b>
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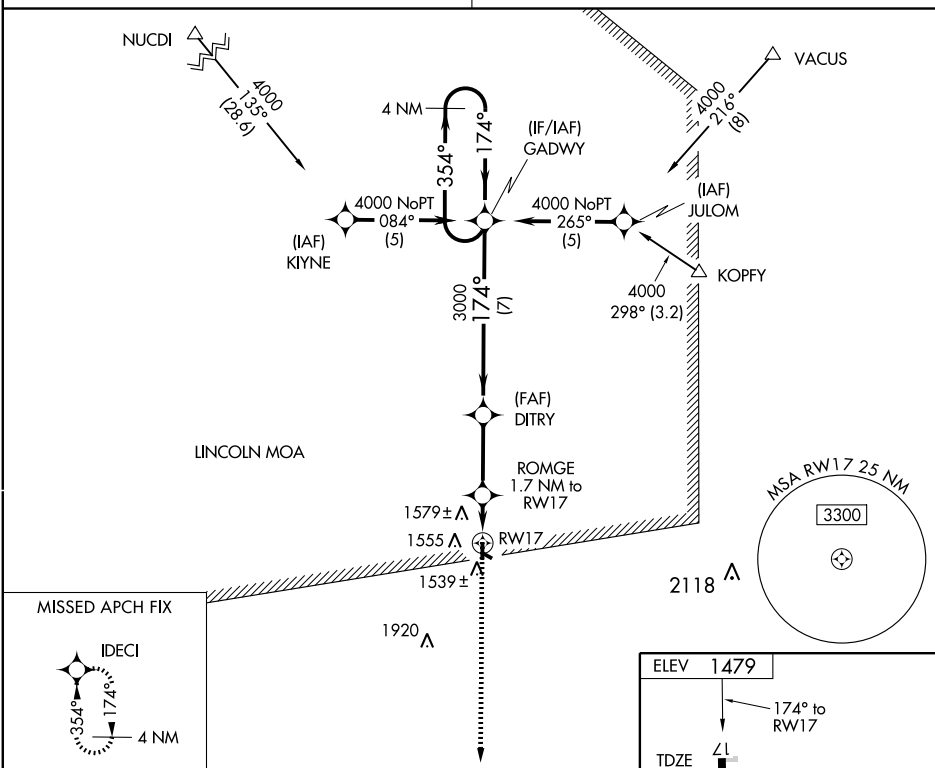
RNAV (GPS) RWY 17  
FAIRBURY MUNI (FBY)

**T** DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1798 feet and all visibilities  $\frac{1}{4}$  mile; increase all MDA 40 feet.

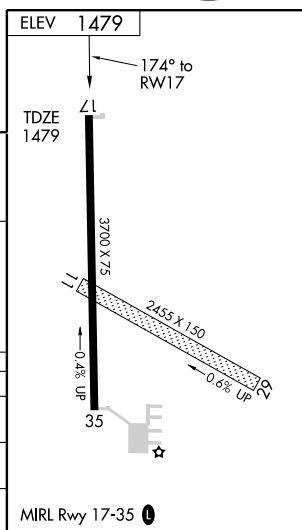
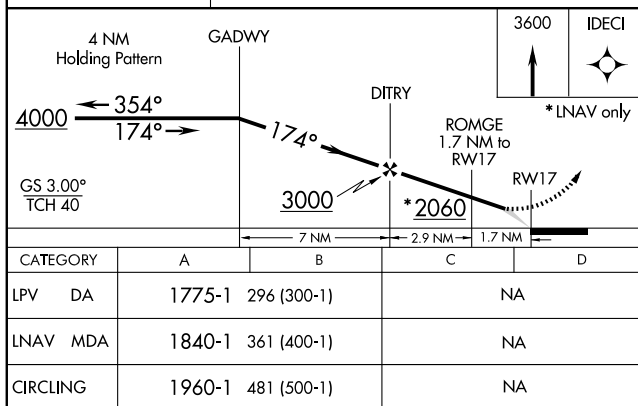
MISSED APPROACH: Climb to 3600  
direct IDECI and hold.

MINNEAPOLIS CENTER  
126.4 317.7

UNICOM  
122.7 (CTAF) **L**



NC-2. 21 OCT 2010 to 18 NOV 2010



WAAS CH <b>65808</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg <b>3700</b> TDZE <b>1477</b> Apt Elev <b>1479</b>
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# RNAV (GPS) RWY 35

FAIRBURY MUNI (FBY)

**▽** DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1796 feet and all visibilities ¼ mile; increase all MDA 40 feet.

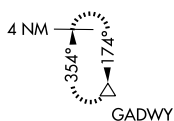
**△** NA

MISSED APPROACH: Climb to 4000 direct GADWY and hold.

MINNEAPOLIS CENTER  
**126.4 317.7**

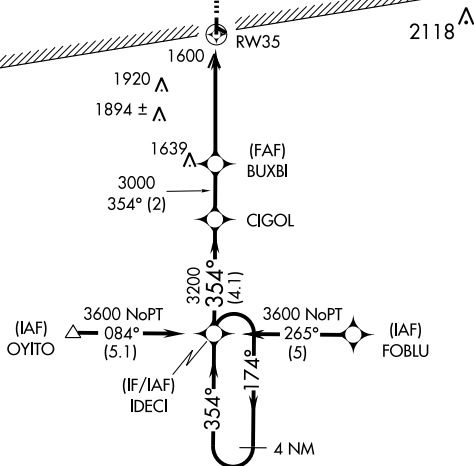
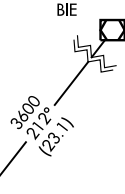
UNICOM  
**122.7 (CTAF)** **0**

MISSED APCH FIX

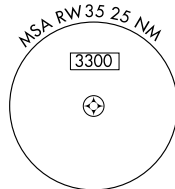
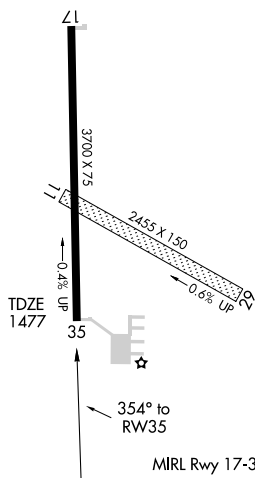


LINCOLN MOA

BEATRICE BIE



ELEV **1479**



4000 ↑ GADWY △		IDECI 4 NM Holding Pattern		
RW35		CIGOL BUXBI 3200 3000		
4.6 NM		2 NM		
4.1 NM		3600 174° ← 354°		
GS 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	1773-1	296 (300-1)	NA	
LNAV MDA	1900-1	423 (500-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	

**DARR** N40°50.67' W99°51.37' NOTAM FILE LXN.  
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld.

OMAHA  
L-10H

**DAVID CITY MUNI** (93Y) 1 S UTC-6(-5DT) N41°13.82' W97°07.35'

OMAHA  
L-10I, 12I  
IAP

1617 B FUEL 100LL, MOGAS TPA-2417(800) NOTAM FILE OLU

RWY 14-32: H3675X60 (ASPH) S-12.5 MIRL

RWY 14: Thld dsplcd 75'. Road. RWY 32: Rgt tfc.

RWY 01-19: 2100X120 (TURF)

RWY 01: Fence. Rgt tfc.

RWY 19: Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-3675 TODA-3675 ASDA-3675 LDA-3600

RWY 32: TORA-3675 TODA-3675 ASDA-3675 LDA-3675

**AIRPORT REMARKS:** Unattended. For fuel and emerg call 402-367-3133. Rwy 01-19 not plowed winter months.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ LINCOLN APP/DEP CON 124.0 (1130-0600Z‡)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

COLUMBUS (L) VORW/DME 111.8 OLU Chan 55 N41°27.00' W97°20.45' 135° 16.4 NM to fld. 1442/8E.  
HIWAS.

**DAWES** N42°45.31' W103°10.49' NOTAM FILE CDR.

CHEYENNE

NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

**EPPLEY AIRFIELD** (See OMAHA)

**EVELYN SHARP FLD** (See ORD)

**FAIRBURY MUNI** (FBY) 3 NE UTC-6(-5DT) N40°10.98' W97°10.16'

OMAHA  
L-10I  
IAP

1479 B FUEL 100LL TPA-2279(800) NOTAM FILE OLU

RWY 17-35: H3700X75 (CONC) S-12 MIRL 0.4% up N

RWY 11-29: 2455X150 (TURF) 0.6% up NW

**AIRPORT REMARKS:** Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17-35-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 126.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02' W96°12.38' 264° 44.3 NM to fld. 1360/5E.  
HIWAS.

NDB (MHW) 293 FBY N40°10.60' W97°09.95' at fld.

**FAIRMONT STATE AIRFIELD** (FMZ) 3 S UTC-6(-5DT) N40°35.17' W97°34.39'

OMAHA  
L-10I  
IAP

1636 B FUEL 100LL TPA-2636(1000) NOTAM FILE OLU

RWY 17-35: H4316X75 (CONC) MIRL

RWY 35: VASI (V2L)-GA 3.0° TCH 26'.

RWY 12-30: H3021X60 (CONC)

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z‡. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17-35-CTAF.

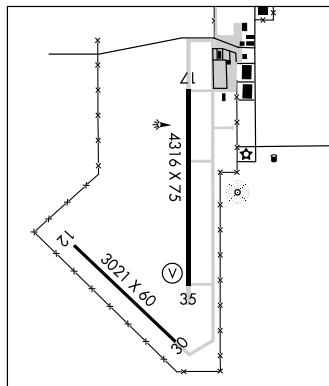
**COMMUNICATIONS:** CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' 084° 39.2 NM to fld. 1950/7E. HIWAS.

BEKLOF NDB (MHW) 392 FMZ N40°35.40' W97°34.08' at fld.  
NOTAM FILE OLU.



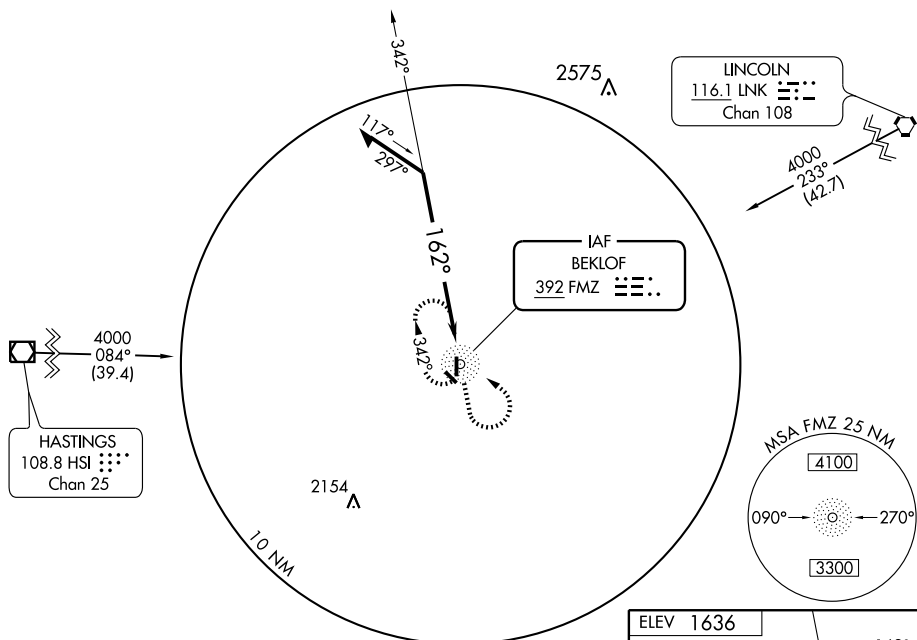
NDB FMZ  
**392**APP CRS  
**162°**Rwy ldg **4316**  
TDZE **1636**  
Apt Elev **1636****NDB RWY 17**

FAIRMONT STATE AIRFIELD (FMZ)



NA

Use York altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn  
direct FMZ NDB and hold.AWOS-3  
**124.175**MINNEAPOLIS CENTER  
**119.4 278.8**CTAF  
**122.9**Remain  
within 10 NM**3200**

NDB

3200

FMZ  
392

ELEV 1636

TDZE  
1636162°  
to NDB4316 X 75  
3021 X 60

CATEGORY	A	B	C	D
S-17	2340-1	704 (800-1)	NA	NA
CIRCLING	2340-1	704 (800-1)	NA	NA

MIRL Rwy 17-35

NDB FMZ <b>392</b>	APP CRS <b>001°</b>	Rwy ldg TDZE Apt Elev	<b>4316</b> <b>1635</b> <b>1636</b>
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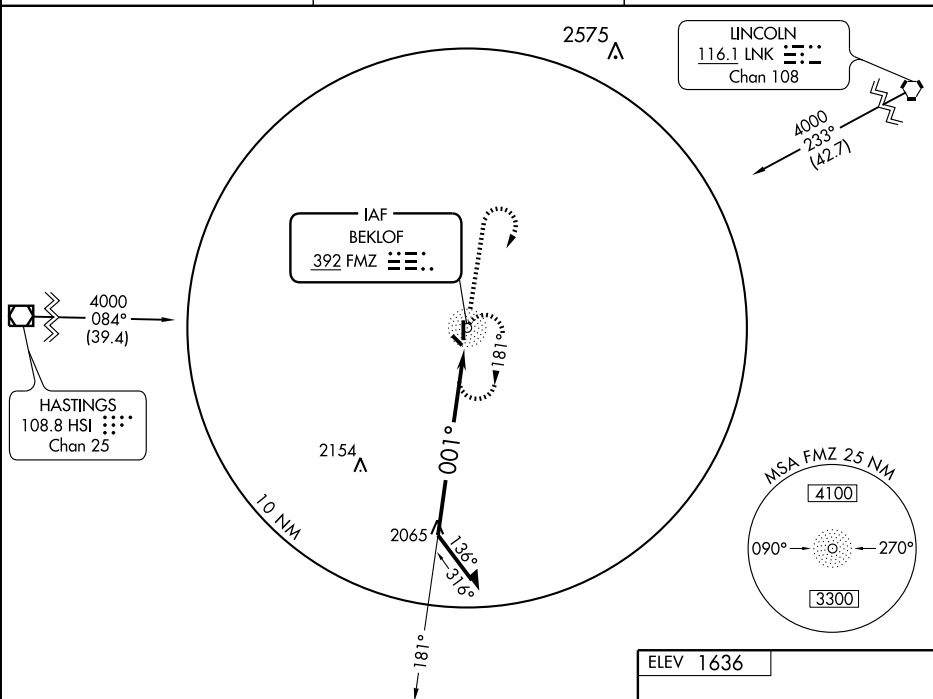
**NDB RWY 35**

FAIRMONT STATE AIRFIELD (FMZ)

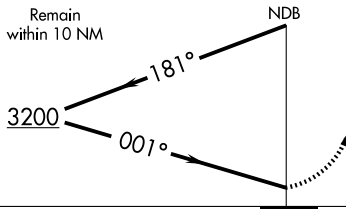


NA

Use York altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn  
direct FMZ NDB and hold.AWOS-3  
**124.175**MINNEAPOLIS CENTER  
**119.4 278.8**CTAF  
**122.9**

Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096  
and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.

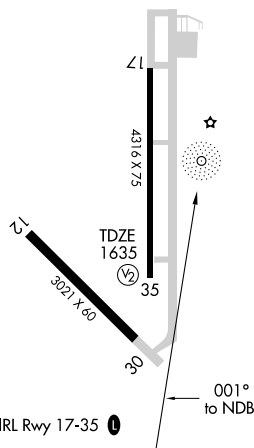
Remain  
within 10 NM

3200

FMZ  
392

CATEGORY	A	B	C	D
S-35	2420-1 785 (800-1)	2420-1¼ 785 (800-1¼)	NA	
CIRCLING	2420-1 784 (800-1)	2420-1¼ 784 (800-1¼)	NA	

ELEV 1636



MIRL Rwy 17-35

001°  
to NDB

WAAS CH <b>69414</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>4316</b> TDZE <b>1636</b> Apt Elev <b>1636</b>
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# RNAV (GPS) RWY 17

## FAIRMONT STATE AIRFIELD (FMZ)



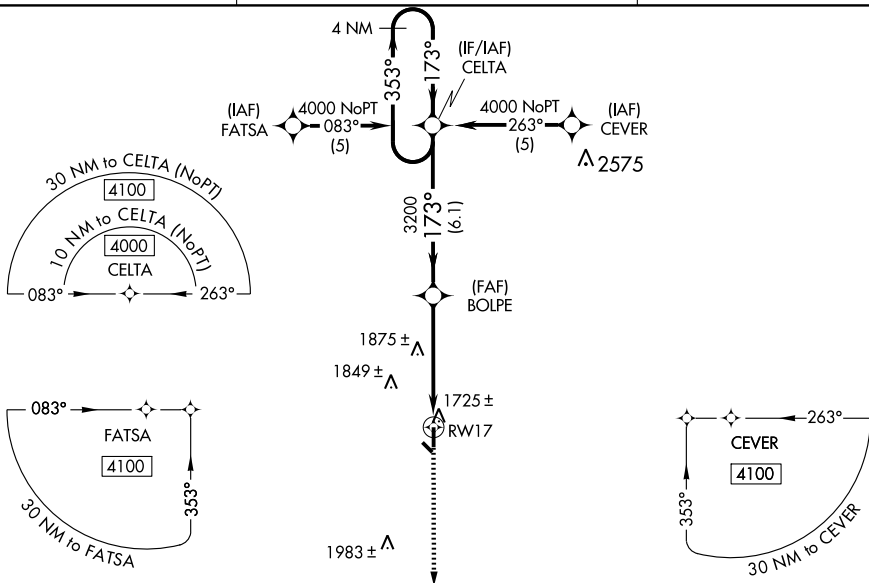
DME/DME RNP-0.3 NA. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct UNITE and hold.

AWOS-3  
124,175

MINNEAPOLIS CENTER  
119.4 278.8

CTAF  
122.9

4 NM  
Holding Pattern

CELTA

BOLPE

---

400

UNITE

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 40}$$
 $\leq 1 \text{ NM} =$ 

47

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CATEGORY		A	B	C	D
LPV	DA	1934-1	298 (300-1)	NA	
LNAV/ VNAV	DA	2043-1½	407 (500-1½)	NA	
LNAV MDA		2240-1	604 (700-1)	NA	
CIRCLING		2240-1	604 (700-1)	NA	

ELEV 1636

TDZE  
1636

41

75

2

30

12 3021 X 60

MIRL Rwy 17-35 **L**

WAAS CH <b>93614</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>4316</b> TDZE <b>1636</b> Apt Elev <b>1636</b>
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# RNAV (GPS) RWY 35

FAIRMONT STATE AIRFIELD (FMZ)

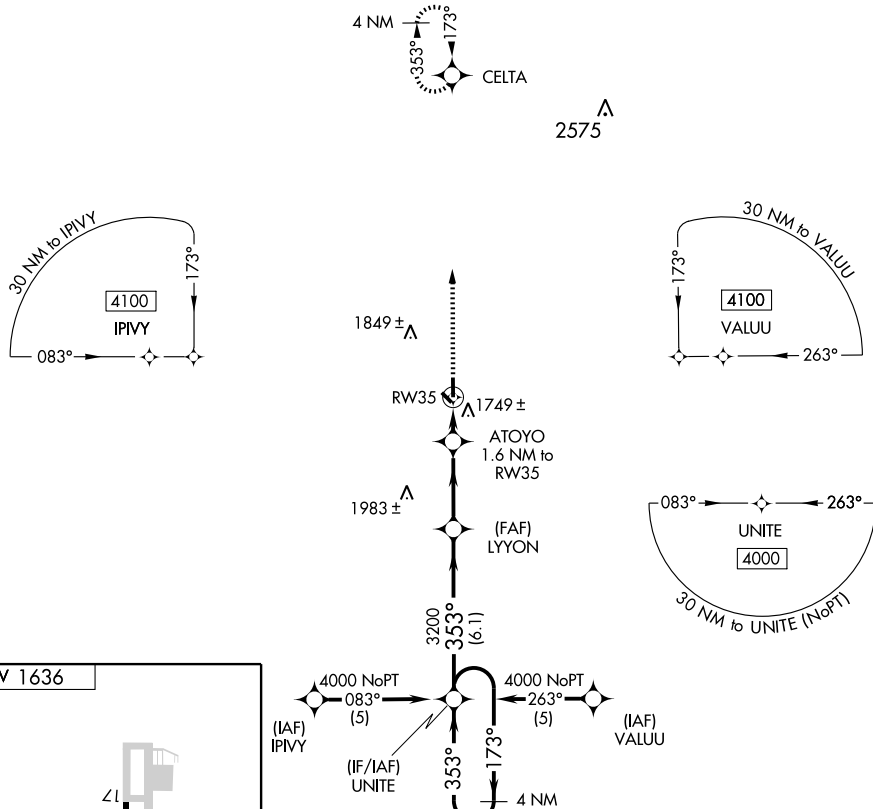
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility  $\frac{1}{4}$  mile. Baro-VNAV N/A.

**MISSED APPROACH:** Climb to 4000 direct CELTA and hold.

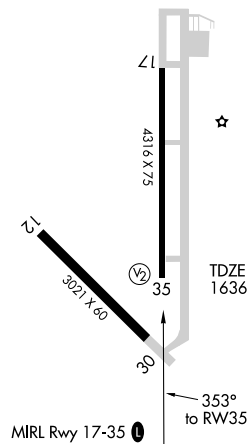
AWOS-3  
**124.175**



MINNEAPOLIS CENTER  
**119.4 278.8**

CTAF  
**122.9 0**



ELEV 1636



4000 ↑		CELTA 		UNITE		4 NM Holding Pattern	
*LNAV only.		ATOYO 1.6 NM to RW35		LYON		173° → 4000 ← 353°	
RW35 		*2180		3200		GS 3.00° TCH 40	
1.6 NM		3.1 NM		6.1 NM			
CATEGORY	A	B	C	D			
LPV DA	1934-1	298 (300-1)	NA				
LNAV/VNAV DA	2094-1 <sup>3</sup> / <sub>4</sub>	458 (500-1 <sup>3</sup> / <sub>4</sub> )	NA				
LNAV MDA	2060-1	424 (500-1)	NA				
CIRCLING	2120-1	484 (500-1)	NA				

## FALLS CITY

**BRENNER FLD** (FNB) 1 NE UTC-6(-5DT) N40°04.73' W95°35.52'984 B S2 **FUEL** 100LL TPA-1784(800) NOTAM FILE FNB

RWY 14-32: H3999X60 (CONC) S-30, D-48 MIRL

RWY 14: PAPI(P2L)-GA 3.0° TCH 24'.

RWY 32: PAPI(P2L)-GA 3.0° TCH 33'.

**AIRPORT REMARKS:** Attended 1400-2300Z±. For svc after hrs call 402-245-3715. Ultralight activity on and invof arpt. PAPI Rwy 14 and Rwy 32 opr 24 hrs.

**WEATHER DATA SOURCES:** ASOS 119.27 (402) 245-5948.**COMMUNICATIONS:** CTAF/UNICOM 122.8

PAWNEE CITY RCO 122.1R 112.4T (COLUMBUS RADIO)

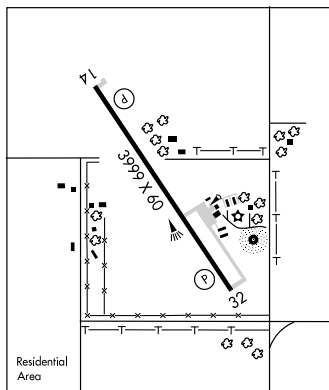
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

ROBINSON (L) VORW/DME 108.2 RBA Chan 19 N39°51.05'

W95°25.38' 326° 15.7 NM to fld. 1126/4E.

NDB (MHW) 404 FNB N40°04.58' W95°35.21' at fld.

NOTAM FILE FNB.

**FARINGTON FLD** (See AUBURN)**FLICK** N41°24.11' W95°53.60'. NOTAM FILE OMA.

NDB (LOM) 513 PP 175° 5.9 NM to Eppley Airfield. Unmonitored.

**FLYING V** (See UTICA)**FREMONT MUNI** (FET) 2 NW UTC-6(-5DT) N41°26.95' W96°31.21'1204 B S4 **FUEL** 100LL, JET A TPA-2004(800) NOTAM FILE FET

RWY 14-32: H5500X100 (ASPH-CONC) S-28, D-48 MIRL

RWY 14: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Pole.

RWY 32: PAPI(P2L)-GA 3.0° TCH 40' Thld displcd 850'. Road.

Rgt tfc.

RWY 01-19: H2444X50 (ASPH) S-12.5

RWY 01: Thld displcd 470' Road.

RWY 19: Thld displcd 600'. Tree. Rgt tfc.

**RWY DECLARED DISTANCE INFORMATION**

RWY 01: TORA-1974 TODA-1974 ASDA-2444 LDA-1844

RWY 14: TORA-5500 TODA-5500 ASDA-5500 LDA-5500

RWY 19: TORA-1844 TODA-1844 ASDA-2284 LDA-1844

RWY 32: TORA-5500 TODA-5500 ASDA-5500 LDA-4650

**AIRPORT REMARKS:** Attended 1300-0200Z±. For attendant after hrs call 402-727-4665/9341. Rwy 14-32 S 3190' asph; 100' wide.

ACTIVATE REIL Rwy 14 and PAPI Rwy 14 and Rwy 32-CTAF.

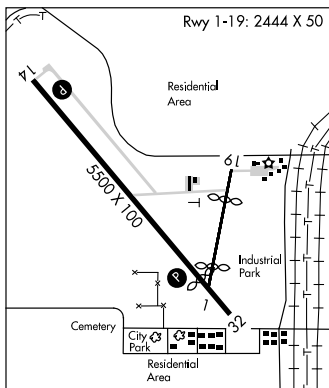
**WEATHER DATA SOURCES:** AWOS-3 121.275 (402) 727-9135.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'

W96°44.52' 009° 33.1 NM to fld. 1370/9E.

**GARDEN CO** (See OSHKOSH)**GENOA MUNI** (97Y) 3 SE UTC-6(-5DT) N41°24.25' W97°42.52'1570 **FUEL** 100LL TPA-2370(800) NOTAM FILE OLU

RWY 11-29: 2500X75 (TURF)

RWY 11: Road. RWY 29: Fence.

**AIRPORT REMARKS:** Unattended. For fuel call 402-933-6000 or 402-933-2324.**COMMUNICATIONS:** CTAF/UNICOM 122.8

OMAHA

L-101

IAP

OMAHA

OMAHA

H-5C, L-121

IAP

OMAHA



FNB NDB <b>404</b>	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>984</b>
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NDB-A

FALLS CITY/ BRENNER FIELD (FNB)

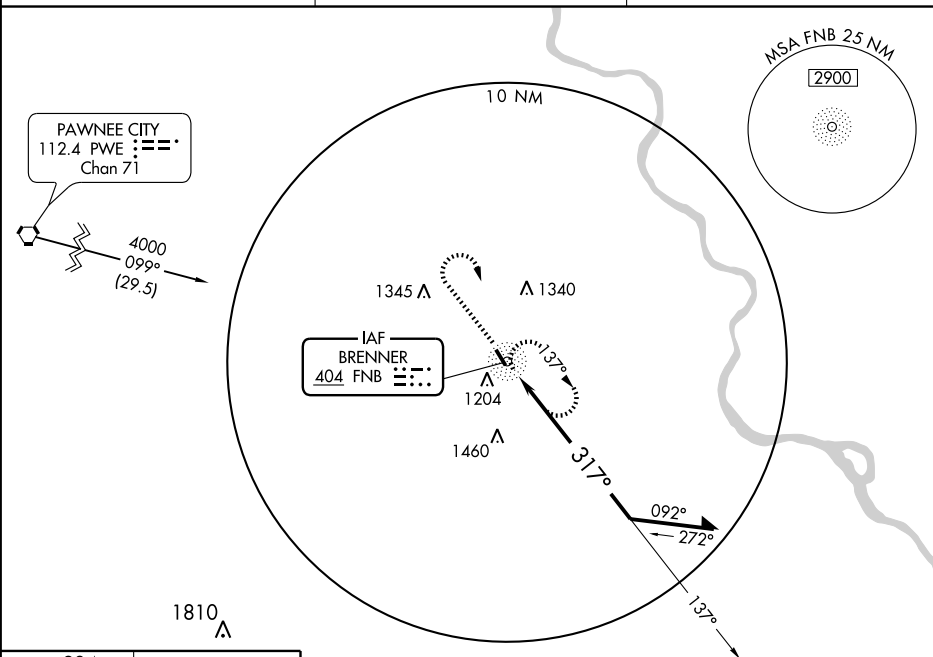


MISSED APPROACH: Climb to 2700 then right turn direct  
FNB NDB and hold.

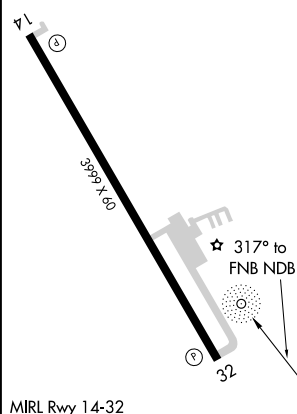
ASOS  
**119.27**

COLUMBUS RADIO  
**122.1R**

UNICOM  
**122.8** (CTAF)



ELEV 984



MRL Rwy 14-32

Knots	60	90	120	150	180
Min:Sec					

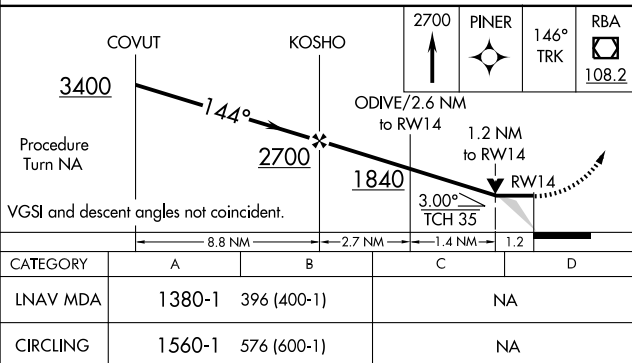
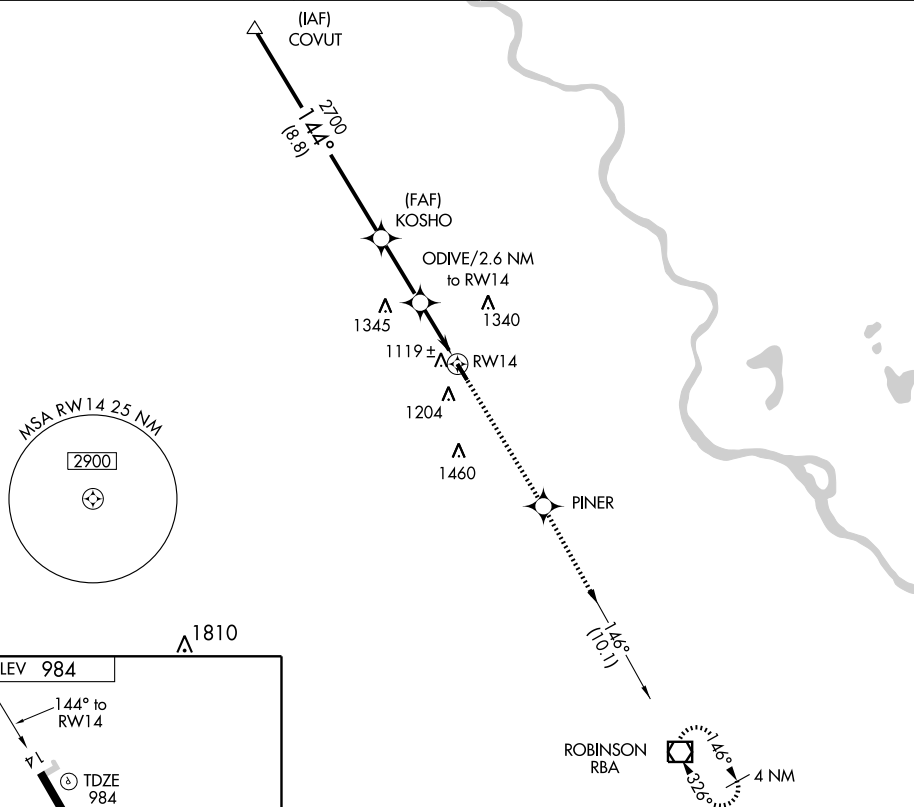
2700		FNB 404	NDB	Remain within 10 NM
			137°	2700
			317°	
CATEGORY	A	B	C	D
CIRCLING	1580-1	596 (600-1)		NA

## RNAV (GPS) RWY 14

FALLS CITY/ BRENNER FIELD (FNB)

APP CRS  
**144°**Rwy Idg **3999**  
TDZE **984**  
Apt Elev **984**GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Circling Rwy 32 NA at night.

NA

MISSED APPROACH: Climb to 2700 direct PINER WP and  
via 146° track to RBA VOR/DME and hold.ASOS  
**119.27**COLUMBUS RADIO  
**122.1R**UNICOM  
**122.8** (CTAF)

MIRL Rwy 14-32

WAAS CH <b>45520</b> <b>W32A</b>	APP CRS <b>324°</b>	Rwy Idg <b>3999</b> TDZE <b>984</b> Apt Elev <b>984</b>
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**RNAV (GPS) RWY 32**

FALLS CITY/ BRENNER FIELD (FNB)

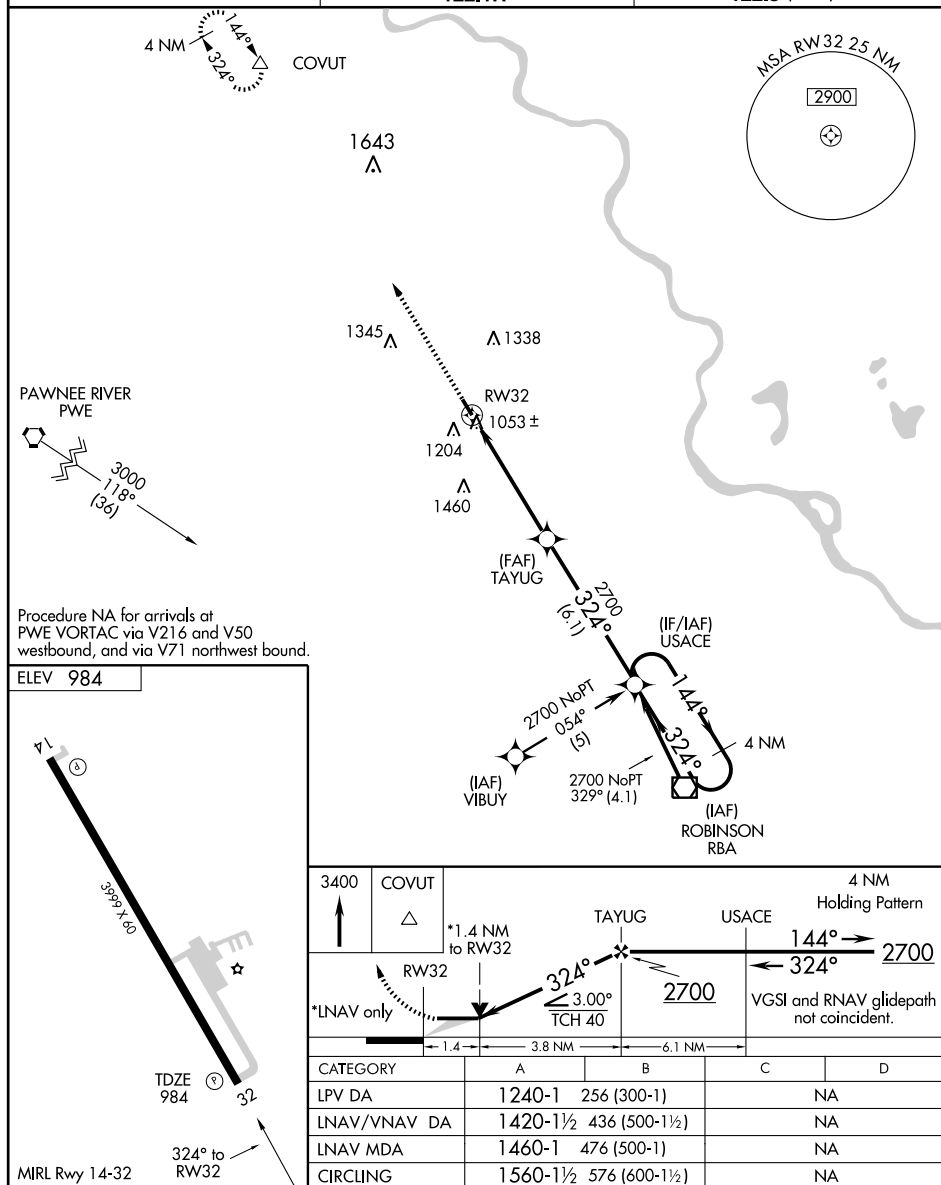
- ▼ Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.  
 ▲ VDP and Baro-VNAV NA when using Lincoln Muni altimeter setting.  
 ▲ If local altimeter setting not received, use Lincoln Muni altimeter setting and increase all DAs/MDAs 240 feet.

MISSED APPROACH: Climb to 3400 direct COVUT WP and hold.

ASOS  
**119.27**

COLUMBUS RADIO  
**122.1R**

UNICOM  
**122.8** (CTAF)



FALLS CITY, NEBRASKA

Amdt 1 08269

40°05'N-95°36'W

FALLS CITY/ BRENNER FIELD (FNB)

**RNAV (GPS) RWY 32**

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

## FALLS CITY

**BRENNER FLD** (FNB) 1 NE UTC-6(-5DT) N40°04.73' W95°35.52'984 B S2 **FUEL** 100LL TPA-1784(800) NOTAM FILE FNB

RWY 14-32: H3999X60 (CONC) S-30, D-48 MIRL

RWY 14: PAPI(P2L)-GA 3.0° TCH 24'.

RWY 32: PAPI(P2L)-GA 3.0° TCH 33'.

**AIRPORT REMARKS:** Attended 1400-2300Z±. For svc after hrs call 402-245-3715. Ultralight activity on and invof arpt. PAPI Rwy 14 and Rwy 32 opr 24 hrs.

**WEATHER DATA SOURCES:** ASOS 119.27 (402) 245-5948.**COMMUNICATIONS:** CTAF/UNICOM 122.8

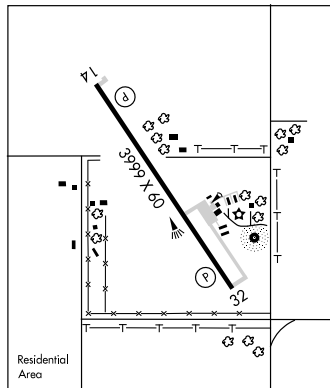
PAWNEE CITY RCO 122.1R 112.4T (COLUMBUS RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

ROBINSON (L) VORW/DME 108.2 RBA Chan 19 N39°51.05'  
W95°25.38' 326° 15.7 NM to fld. 1126/4E.

NDB (MHW) 404 FNB N40°04.58' W95°35.21' at fld.

NOTAM FILE FNB.



OMAHA

L-101

IAP

**FARINGTON FLD** (See AUBURN)**FLICK** N41°24.11' W95°53.60'. NOTAM FILE OMA.

NDB (LOM) 513 PP 175° 5.9 NM to Eppley Airfield. Unmonitored.

OMAHA

**FLYING V** (See UTICA)**FREMONT MUNI** (FET) 2 NW UTC-6(-5DT) N41°26.95' W96°31.21'1204 B S4 **FUEL** 100LL, JET A TPA-2004(800) NOTAM FILE FET

RWY 14-32: H5500X100 (ASPH-CONC) S-28, D-48 MIRL

RWY 14: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Pole.

RWY 32: PAPI(P2L)-GA 3.0° TCH 40' Thld displcd 850'. Road.  
Rgt tfc.

RWY 01-19: H2444X50 (ASPH) S-12.5

RWY 01: Thld displcd 470'. Road.

RWY 19: Thld displcd 600'. Tree. Rgt tfc.

**RWY DECLARED DISTANCE INFORMATION**

RWY 01: TORA-1974 TODA-1974 ASDA-2444 LDA-1844

RWY 14: TORA-5500 TODA-5500 ASDA-5500 LDA-5500

RWY 19: TORA-1844 TODA-1844 ASDA-2284 LDA-1844

RWY 32: TORA-5500 TODA-5500 ASDA-5500 LDA-4650

**AIRPORT REMARKS:** Attended 1300-0200Z±. For attendant after hrs call 402-727-4665/9341. Rwy 14-32 S 3190' asph; 100' wide.

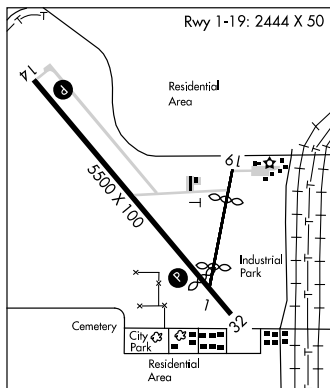
ACTIVATE REIL Rwy 14 and PAPI Rwy 14 and Rwy 32-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.275 (402) 727-9135.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'  
W96°44.52' 009° 33.1 NM to fld. 1370/9E.



OMAHA

H-5C, L-121

IAP

**GARDEN CO** (See OSHKOSH)**GENOA MUNI** (97Y) 3 SE UTC-6(-5DT) N41°24.25' W97°42.52'1570 **FUEL** 100LL TPA-2370(800) NOTAM FILE OLU

RWY 11-29: 2500X75 (TURF)

RWY 11: Road. RWY 29: Fence.

**AIRPORT REMARKS:** Unattended. For fuel call 402-933-6000 or 402-933-2324.**COMMUNICATIONS:** CTAF/UNICOM 122.8

OMAHA

WAAS CH <b>82403</b> <b>W14A</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1203</b> <b>1204</b>
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# RNAV (GPS) RWY 14

FREMONT MUNI (FET)

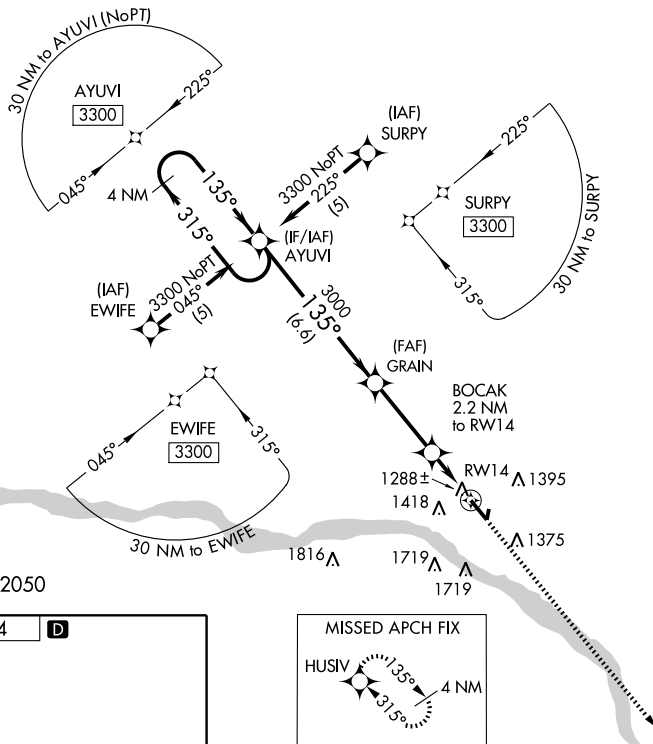
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all DAs 81 feet and MDAs 100 feet and increase LPV all Cats and circling Cat C visibility ½ mile, and LNAV visibility Cat C ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct HUSIV and hold.

AWOS-3  
**121.275**

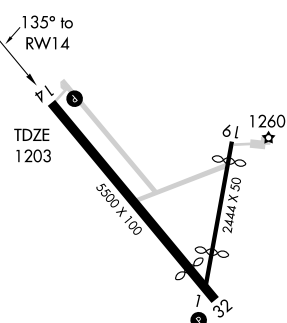
OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1204

**D**



REIL Rwy 14 **0**  
MIRL Rwy 14-32

MISSED APCH FIX  
HUSIV  
135°  
315°  
4 NM

4 NM Holding Pattern				3000	HUSIV
AYUVI				GRAIN	BOCAK 2.2 NM to RW14
3300 ← 315°				135° →	
GS 3.00°				3000	*1940
TCH 40					*0.9 NM to RW14
				6.6 NM	3.2 NM
				1.3 NM	0.9 NM
CATEGORY	A	B	C	D	
LPV DA	1515-1 312 (400-1)			NA	
LNAV MDA	1540-1 337 (400-1)			NA	
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)		NA

VOR/DME SCB  
**111.0**  
Chan **47**

APP CRS  
**147°**

Rwy Idg  
TDZE  
Apt Elev  
**5500**  
**1203**  
**1204**

**VOR RWY 14**  
FREMONT MUNI (FET)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all MDAs 100 feet and increase S-14 and Circling Cat C visibility  $\frac{1}{4}$  mile. VDP NA when using Tekamah Muni altimeter setting.

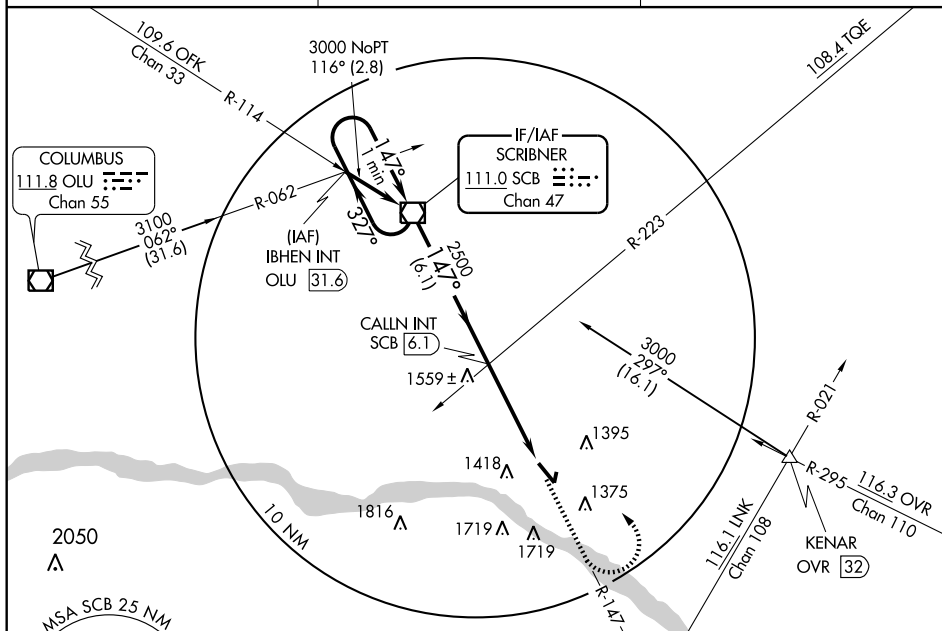
▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct SCB VOR/DME and hold.

AWOS-3  
**121.275**

OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.8** (CTAF) **1**



ELEV 1204 **D**

147° 4 NM  
from FAF

TDZE  
1203

SCB  
111.0

5000 X 100

2444 X 50

32

One Minute  
Holding Pattern

VOR/DME

CALLIN INT  
SCB (6.1)

3000

SCB  
111.0

SCB  
8.2

SCB  
10

3000

327°

147°

147°

2500

2.98°

TCH 40

6.1 NM

2.2 NM

1.8

CATEGORY

A

B

C

D

S-14

1820-1

617 (700-1)

1820-1 $\frac{3}{4}$   
617 (700-1 $\frac{3}{4}$ )

NA

CIRCLING

1820-1

616 (700-1)

1820-1 $\frac{3}{4}$   
616 (700-1 $\frac{3}{4}$ )

NA

REIL Rwy 14 **1**

MIRL Rwy 14-32

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

**GERFI** N41°22.02' W95°57.38' NOTAM FILE OMA.  
 NDB (MHW/LOM) 320 OM 139° 4.8 NM to Eppeley Airfield.

OMAHA  
 L-101, 121

**GORDON MUNI** (GRN) 1 E UTC-7(-6DT) N42°48.36' W102°10.52'

CHEYENNE  
 H-5B, L-12G  
 IAP

3562 B NOTAM FILE OLU

RWY 04-22: H5196X75 (ASPH) S-12 MIRL 0.4% up NE

RWY 04: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 11-29: H2284X50 (ASPH) S-12 MIRL 0.3% up NW

RWY 11: Pole.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z+. For svc aftr hrs  
 call 308-360-0696 or 308-282-0631. ACTIVATE MIRL Rwy  
 11-29 and Rwy 04-22—CTAF. PAPI Rwy 04 and Rwy 22 on 24  
 hrs.

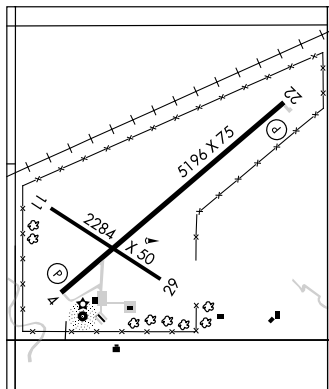
**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PHP.

PHILIP (L) VORW/DME 108.4 PHP Chan 21 N44°03.50'  
 W101°39.85' 185° 78.4 NM to fld. 2340/12E. HIWAS.

NDB (MHW) 414 GRN N42°48.06' W102°10.76' at fld.  
 NOTAM FILE OLU.



## GOETHENBURG

**QUINN FLD** (GTE) 1 E UTC-6(-5DT) N40°55.53' W100°08.79'

OMAHA  
 L-10H  
 IAP

2559 B FUEL 100LL NOTAM FILE OLU

RWY 14-32: 3300X250 (TURF) LIRL

RWY 14: Road. RWY 32: Tree.

RWY 03-21: H2599X50 (CONC) S-28 MIRL

RWY 03: Thld displcd 70'. Railroad. RWY 21: Road.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hours. Rwy 14-32 not  
 plowed winter months. ACTIVATE MIRL Rwy 03-21—CTAF.

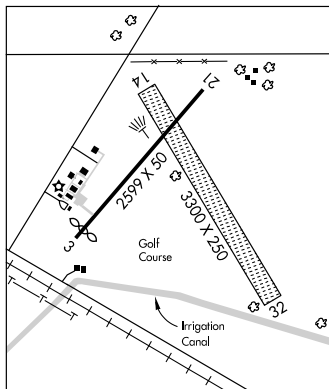
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.

NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92'  
 W100°44.83' 094° 28.2 NM to fld. 2964/11E. HIWAS.

WILLOW NDB (MHW) 353 DWL N40°52.37' W100°04.36'  
 305° 4.6 NM to fld. NOTAM FILE OLU.



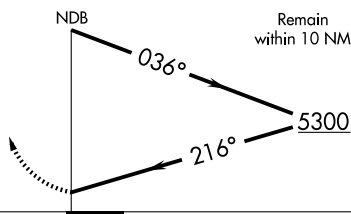
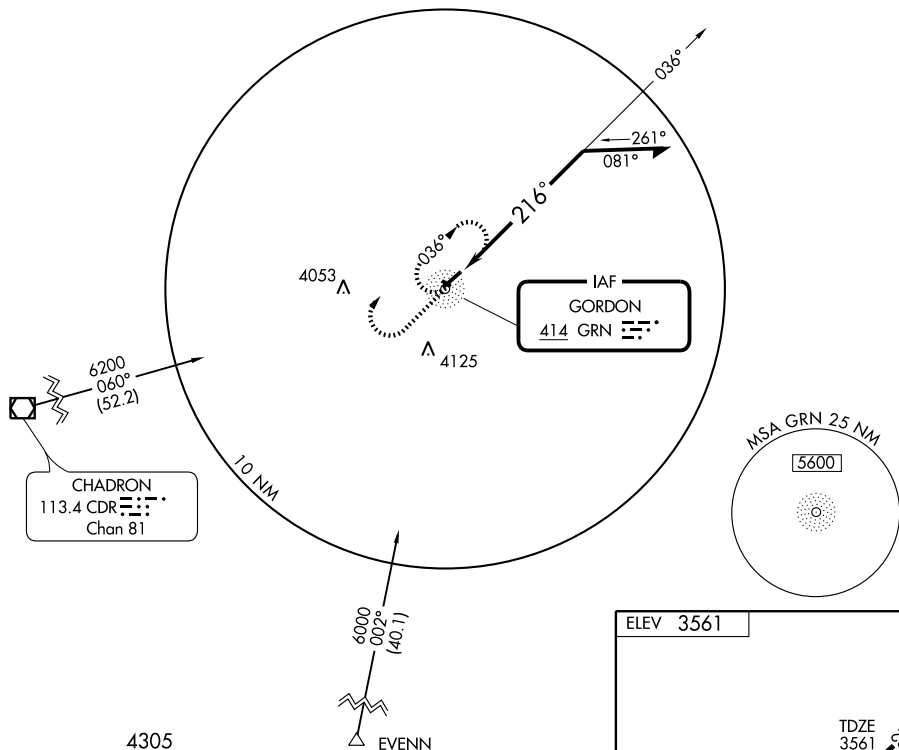
**GRAND ISLAND** N40°59.04' W98°18.89' NOTAM FILE GRI.

(L) VORTACW 112.0 GRI Chan 57 at Central Nebraska Rgnl. 1840/7E.

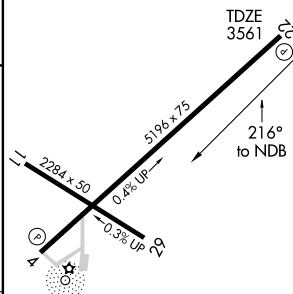
OMAHA  
 L-10H, 12H

NDB GRN  
**414**APP CRS  
**216°**Rwy ldg  
TDZE **5196**  
Apt Elev **3561****NDB RWY 22**  
GORDON MUNI (GRN)

Use Pine Ridge, SD altimeter setting.

MISSED APPROACH: Climb to 5300 then right turn  
direct GRN NDB and hold.DENVER CENTER  
**127.95 338.2**UNICOM  
**122.8 (CTAF) 0**

ELEV 3561



MIRL Rwy 4-22 and 11-29 0

CATEGORY	A	B	C	D
S-22	4240-1 679 (700-1)		4240-2 679 (700-2)	4240-2 ¼ 679 (700-2 ¼)
CIRCLING	4240-1 679 (700-1)		4240-2 679 (700-2)	4400-2 ¾ 839 (900-2 ¾)

Knots	60	90	120	150	180
Min:Sec					



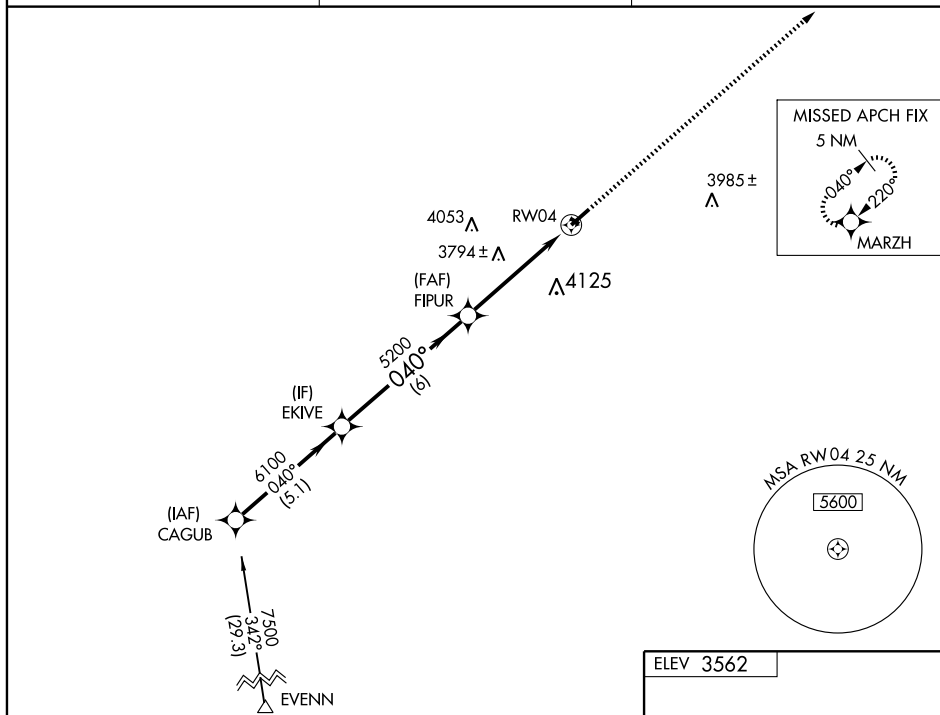
WAAS CH <b>65909</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>5196</b> <b>3545</b> <b>3562</b>
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## RNAV (GPS) RWY 4

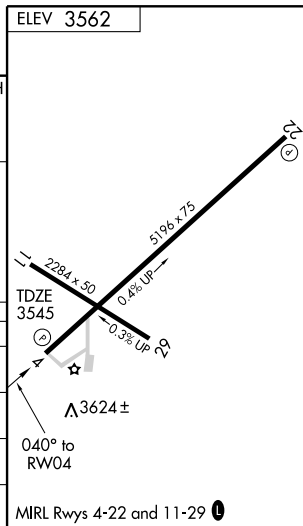
GORDON MUNI (GRN)

<b>▽</b>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pine Ridge, SD altimeter setting when not received, use Chadron altimeter setting and increase DA 53 feet, and all MDA 60 feet. Increase all LPV and LNAV/VNAV visibility ¼ mile. Baro-VNAV NA.	MISSED APPROACH: Climb to 5600 direct MARZH and hold.
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PINE RIDGE, SD ASOS <b>126.775</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
---------------------------------------	--------------------------------------	---------------------------------



EKIVE 6100 Procedure Turn NA GS 3.02° TCH 60 5200 6 NM 4.9 NM RW04				VGSI and RNAV glidepath not coincident 5600 MARZH
CATEGORY	A	B	C	D
LPV DA	3936-1¼	391 (400-1¼)	NA	
LNAV/VNAV DA	3972-1½	427 (500-1½)	NA	
LNAV MDA	4140-1	595 (600-1)	NA	
CIRCLING	4140-1	578 (600-1)	NA	



WAAS CH <b>86609</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg TDZE Apt Elev	<b>5196</b> <b>3562</b> <b>3562</b>
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# RNAV (GPS) RWY 22

GORDON MUNI (GRN)

**▼** DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Pine Ridge, SD altimeter setting, when not received, use Chadron altimeter setting and increase DA 53 feet, all MDA 60 feet and increase all LNAV/VNAV visibility ¼ mile.

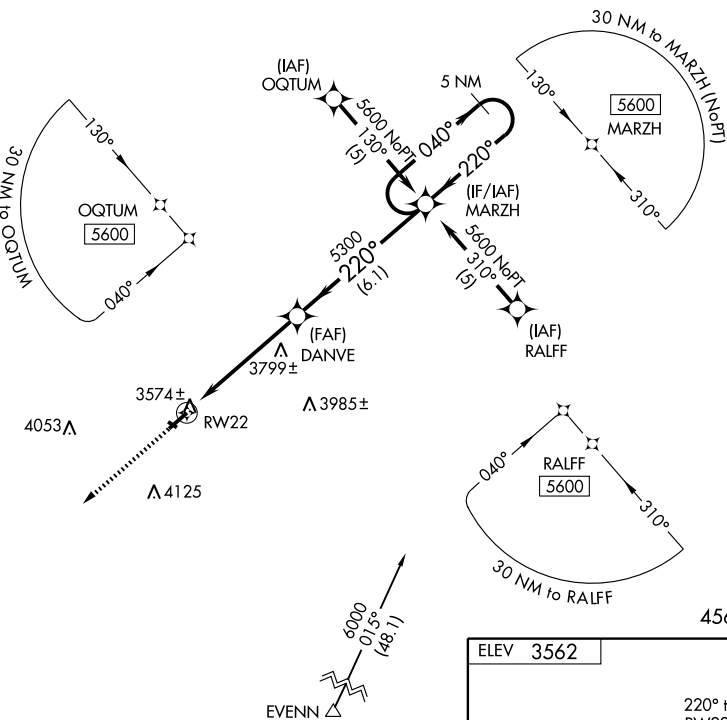
**▲ NA**

MISSED APPROACH: Climb to 6100 direct EKIVE and hold.

PINE RIDGE, SD ASOS  
**126.775**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8 (CTAF) 0**



6100  
↑  
EKIVE



6100  
↑  
EKIVE

6100  
↑  
EKIVE

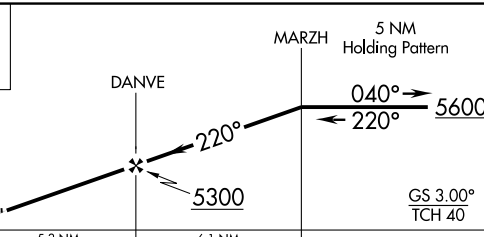
6100  
↑  
EKIVE

6100  
↑  
EKIVE

6100  
↑  
EKIVE

6100  
↑  
EKIVE

6100  
↑  
EKIVE



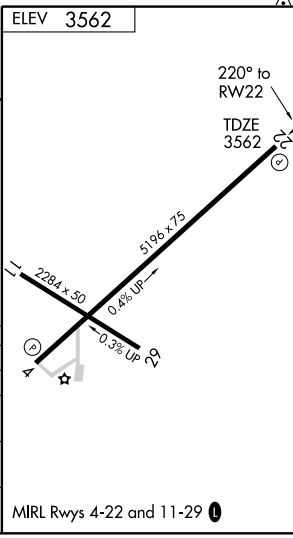
MARZH 5 NM Holding Pattern

040° → 5600

← 220°

GS 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	3890-1¼	328 (400-1¼)		NA
LNAV/VNAV DA	3922-1¼	360 (400-1¼)		NA
LNAV MDA	4140-1	578 (600-1)		NA
CIRCLING	4140-1	578 (600-1)		NA



MIRL Rwy 4-22 and 11-29 0

**GERFI** N41°22.02' W95°57.38' NOTAM FILE OMA.  
 NDB (MHW/LOM) 320 OM 139° 4.8 NM to Eppley Airfield.

OMAHA  
 L-101, 121

**GORDON MUNI** (GRN) 1 E UTC-7(-6DT) N42°48.36' W102°10.52'

CHEYENNE  
 H-5B, L-12G  
 IAP

3562 B NOTAM FILE OLU

**RWY 04-22:** H5196X75 (ASPH) S-12 MIRL 0.4% up NE

**RWY 04:** PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**RWY 22:** PAPI(P2L)—GA 3.0° TCH 41'.

**RWY 11-29:** H2284X50 (ASPH) S-12 MIRL 0.3% up NW

**RWY 11:** Pole.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z+. For svc aftr hrs  
 call 308-360-0696 or 308-282-0631. ACTIVATE MIRL Rwy  
 11-29 and Rwy 04-22—CTAF. PAPI Rwy 04 and Rwy 22 on 24  
 hrs.

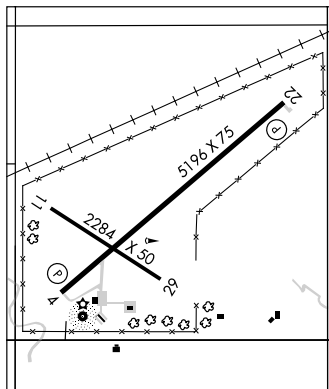
**COMMUNICATIONS:** CTAF/UNICOM 122.8

**DENVER CENTER APP/DEP CON** 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PHP.

**PHILIP (L) VORW/DME** 108.4 PHP Chan 21 N44°03.50'  
 W101°39.85' 185° 78.4 NM to fld. 2340/12E. **HIWAS.**

**NDB (MHW)** 414 GRN N42°48.06' W102°10.76' at fld.  
 NOTAM FILE OLU.



## GOTHENBURG

**QUINN FLD** (GTE) 1 E UTC-6(-5DT) N40°55.53' W100°08.79'

OMAHA  
 L-10H  
 IAP

2559 B **FUEL** 100LL NOTAM FILE OLU

**RWY 14-32:** 3300X250 (TURF) LIRL

**RWY 14:** Road. **RWY 32:** Tree.

**RWY 03-21:** H2599X50 (CONC) S-28 MIRL

**RWY 03:** Thld dspcd 70'. Railroad. **RWY 21:** Road.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hours. Rwy 14-32 not  
 plowed winter months. ACTIVATE MIRL Rwy 03-21—CTAF.

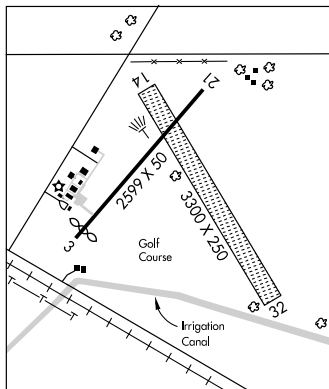
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **DENVER CENTER APP/DEP CON** 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.

**NORTH PLATTE (L) VORTACW** 117.4 LBF Chan 121 N41°02.92'  
 W100°44.83' 094° 28.2 NM to fld. 2964/11E. **HIWAS.**

**WILLOW NDB (MHW)** 353 DWL N40°52.37' W100°04.36'  
 305° 4.6 NM to fld. NOTAM FILE OLU.



**GRAND ISLAND** N40°59.04' W98°18.89' NOTAM FILE GRI.

(L) **VORTACW** 112.0 GRI Chan 57 at Central Nebraska Rgnl. 1840/7E.

OMAHA  
 L-10H, 12H

APP CRS  
304°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
43	100	100
44	100	100
45	100	100
46	100	100
47	100	100
48	100	100
49	100	100
50	100	100
51	100	100
52	100	100
53	100	100
54	100	100
55	100	100
56	100	100
57	100	100
58	100	100
59	100	100
60	100	100
61	100	100
62	100	100
63	100	100
64	100	100
65	100	100
66	100	100
67	100	100
68	100	100
69	100	100
70	100	100
71	100	100
72	100	100
73	100	100
74	100	100
75	100	100
76	100	100
77	100	100
78	100	100
79	100	100
80	100	100
81	100	100
82	100	100
83	100	100
84	100	100
85	100	100
86	100	100
87	100	100
88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A  
N/A  
2559

# NDB-A

GOTHENBURG/QUINN FIELD (GTE)



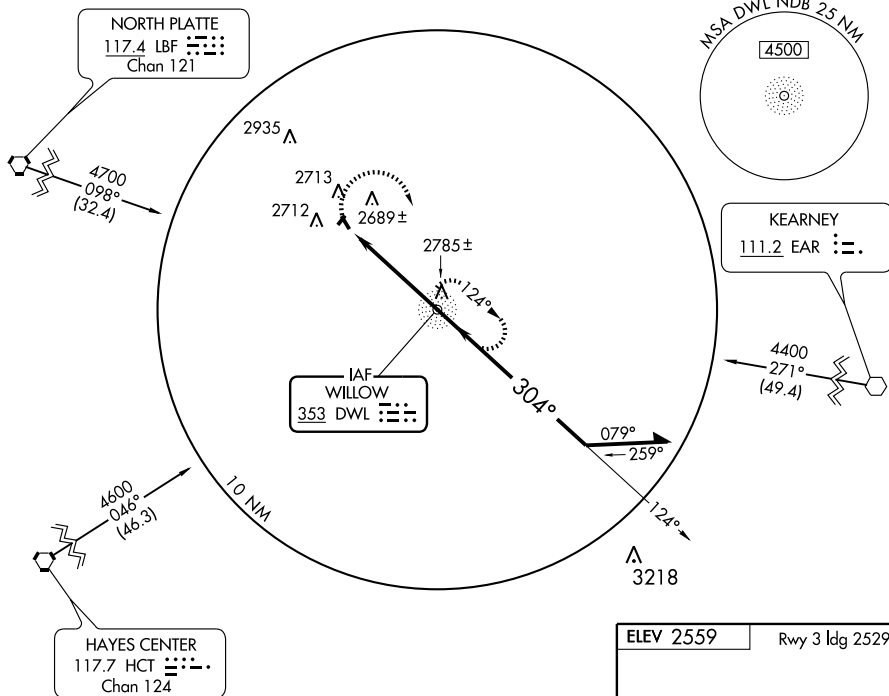

Use Jim Kelly Field altimeter setting; if not received, use North Platte altimeter setting, and increase all MDAs 40 feet.



**MISSED APPROACH:** Climbing right turn to 4400 direct DWL NDB and hold.

JIM KELLY FIELD AWOS-3  
**121.025**

DENVER CENTER  
132.7 397.85

UNICOM  
122.8 (CTAF) 

NC-2. 21 OCT 2010 to 18 NOV 2010

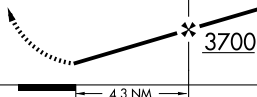
4400

DWL



NDE

Remain  
within 10 NM

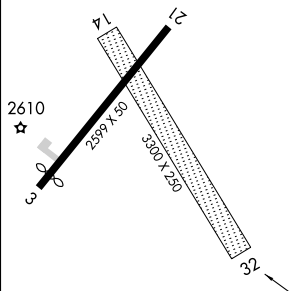


4.3 NM

CATEGORY	A	B	C	D
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA

ELEV 2559

Rwy 3 ldg 2529'



MIRL Rwy 3-21 (

UFR 14-32

304° 4.3 NM

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

GOTHENBURG, NE

Orig 06299

GOTHENBURG/QUINN FIELD (GTE)

NDB-A

40°56'N-100°09'W

APP CRS  
**030°**

Rwy Idg **2529**  
TDZE **2559**  
Apt Elev **2559**

# RNAV (GPS) RWY 3

GOTHENBURG/QUINN FIELD (GTE)

**▼** DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

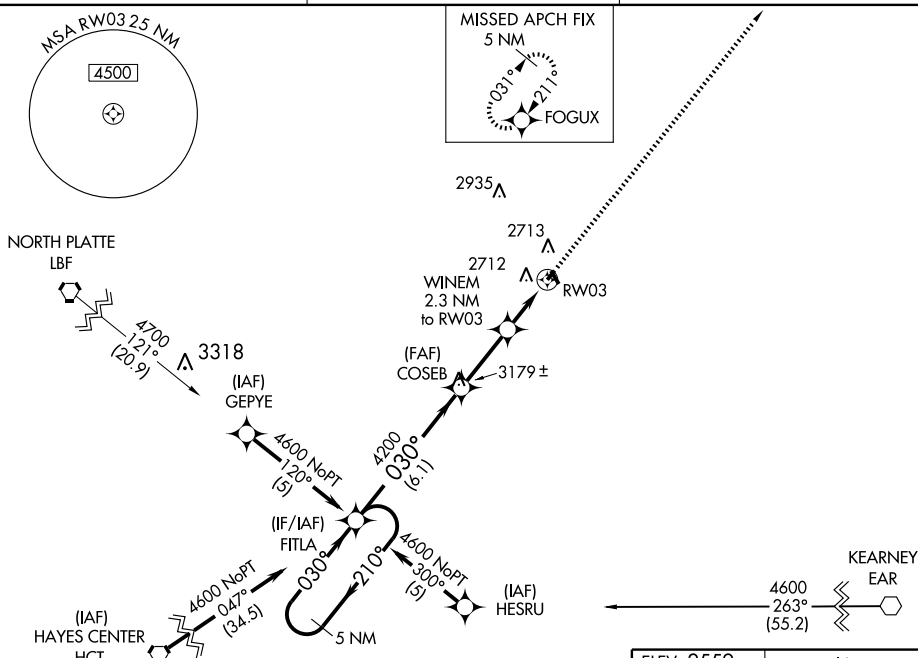
**▲ NA**

MISSED APPROACH: Climb to 4600 direct FOGUX and hold.

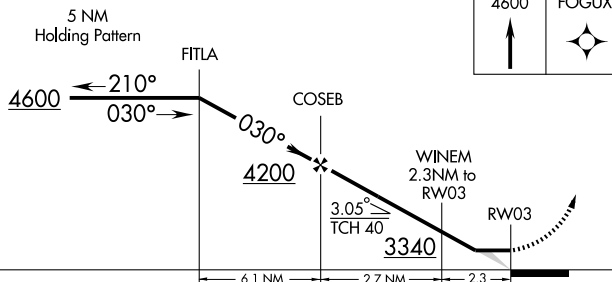
JIM KELLY FIELD AWOS-3  
**121.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**

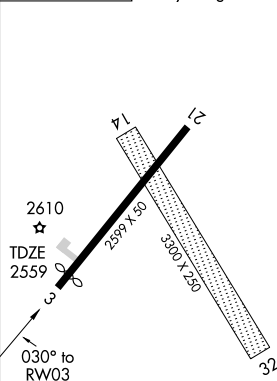


Procedure NA for arrivals at LBF VORTAC via V172 southwest bound, V6 west bound, EAR VOR via V227 northeast bound, HCT VORTAC via V219 southwest bound, V8 southwest bound.



CATEGORY	A	B	C	D
RNAV MDA	3080-1	521 (600-1)	3080-1 ½ 521 (600-1 ½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1 ½ 581 (600-1 ½)	NA

ELEV 2559 Rwy 3 Idg 2529'



MIRL Rwy 3-21 0  
LIRL Rwy 14-32

APP CRS	Rwy Idg	2599
210°	TDZE	2559
	Apt Elev	2559

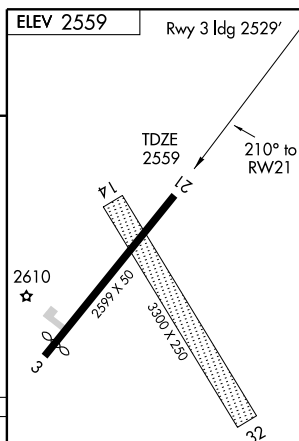
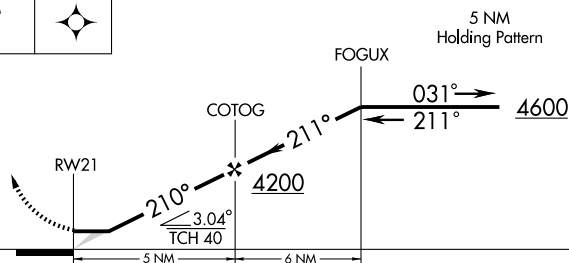
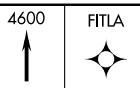
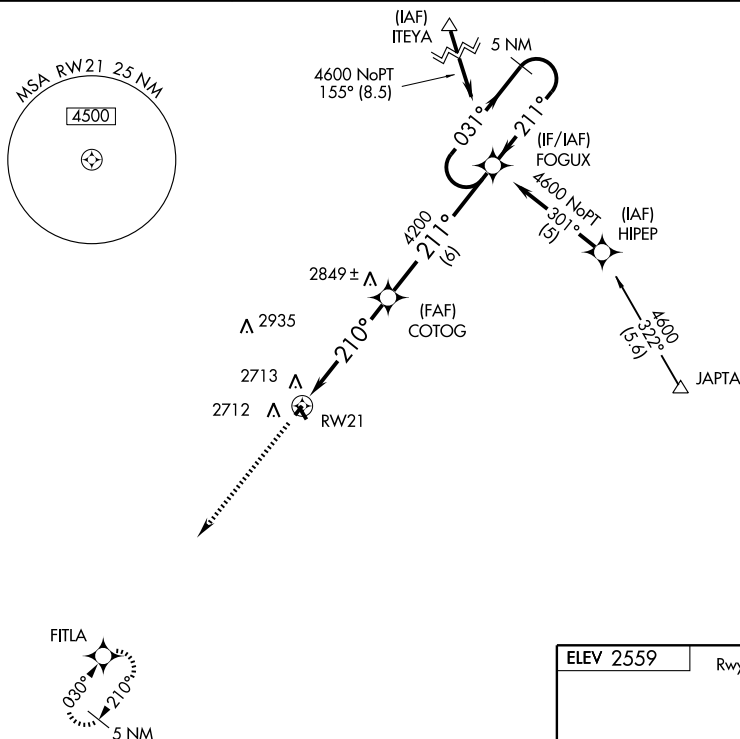
# RNAV (GPS) RWY 21

## Gothenburg/Quinn Field (GTE)

**T** DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4600  
direct FITLA and hold.

JIM KELLY FIELD AWOS-3  
121.025

DENVER CENTER  
132.7 397.85UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	3080-1	521 (600-1)	3080-1½ 521 (600-1½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA

MIRL Rwy 3-21 **L**  
LIRL Rwy 14-32

GOTHENBURG, NEBRASKA  
Orig 06075

40°56'N-100°09'W

GOTHENBURG/QUINN FIELD (GTE)  
RNAV (GPS) RWY 21

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

VOR OZB <b>109.0</b>	APP CRS <b>287°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>2559</b>
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**VOR-A**

GOTHENBURG/QUINN FIELD (GTE)



NA

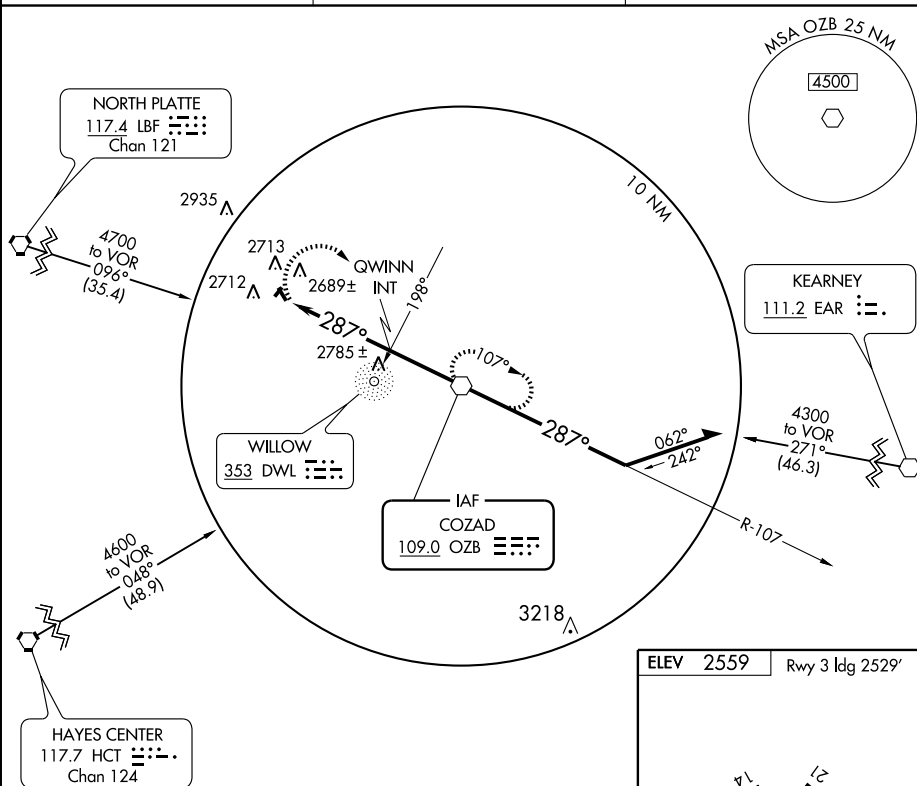
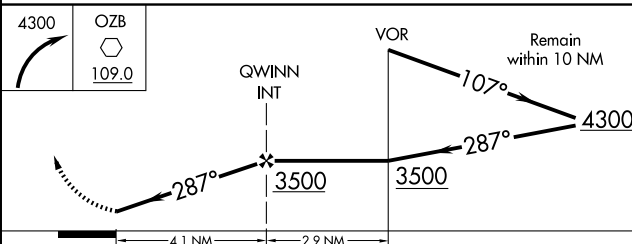
Use Jim Kelly Field altimeter setting. If not received use North Platte altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4300 direct OZB VOR and hold.

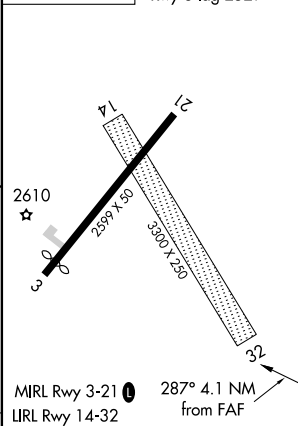
JIM KELLY FIELD AWOS-3  
**121.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**

**ADF REQUIRED**

ELEV 2559 Rwy 3 Idg 2529'



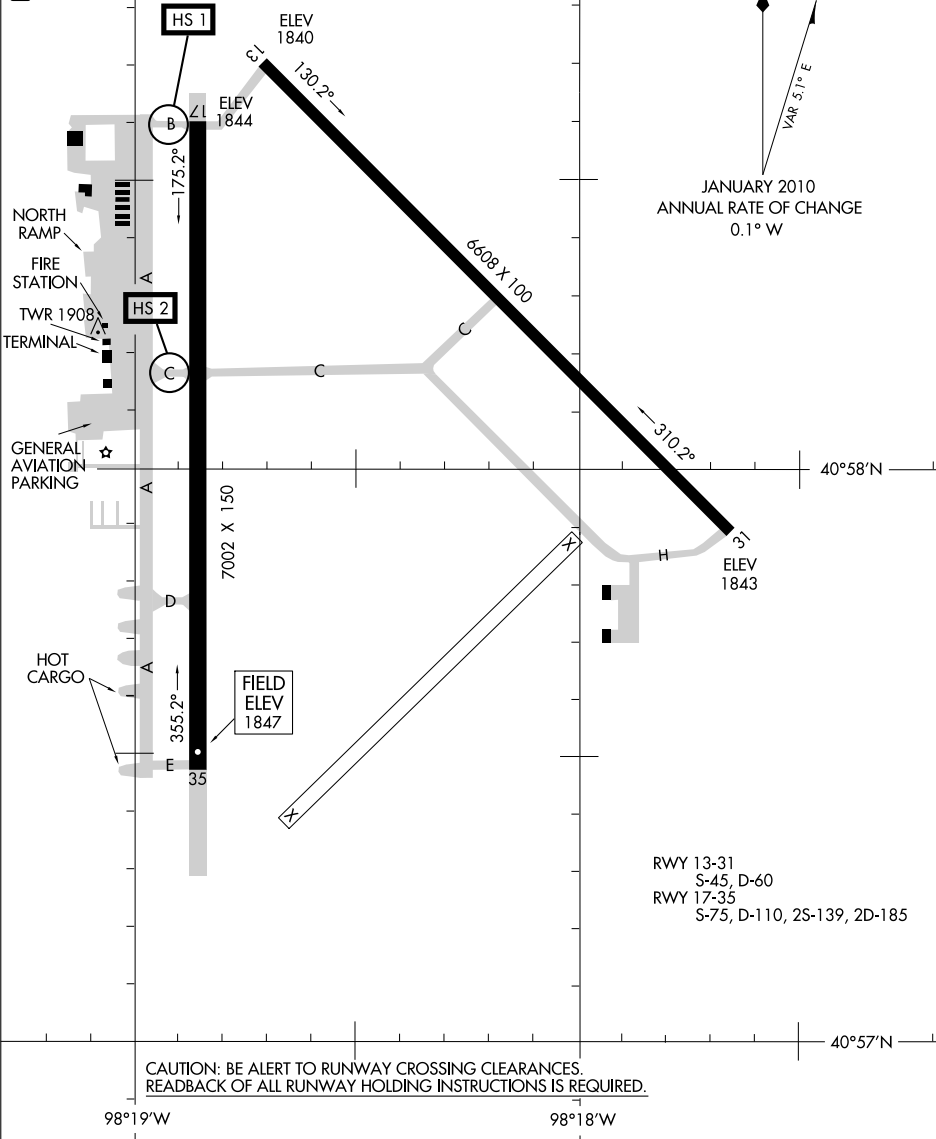
CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:06	2:44	2:03	1:38	1:22

## AIRPORT DIAGRAM

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)  
AL-173 (FAA) GRAND ISLAND, NEBRASKA

ATIS  
127.4  
GRAND ISLAND TOWER ★  
118.2 388.2  
GND CON  
121.9 388.2  
CLNC DEL  
121.9  
126.05 (When Tower Closed)

D



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

GRAND ISLAND, NEBRASKA  
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)





## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03.
		Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-GRI	APP CRS	Rwy Idg	<b>7002</b>
<b><u>111.9</u></b>	<b>353°</b>	TDZE	<b>1847</b>
		Apt Elev	<b>1847</b>

ILS or LOC RWY 35  
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

**A** \* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

**MISSED APPROACH:** Climb to 3700 then left turn direct GRI VORTAC and hold.

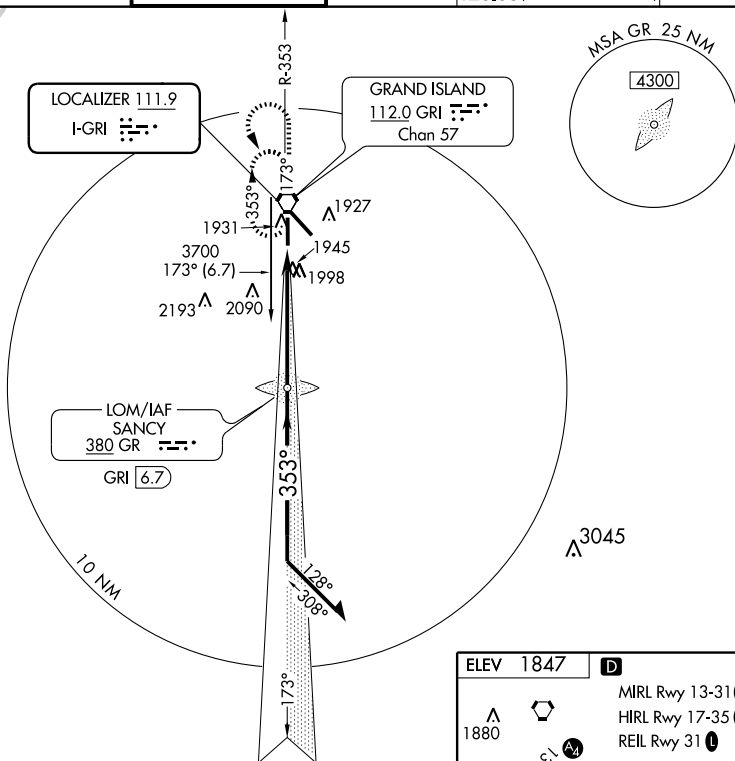
ATIS  
127.4

MINNEAPOLIS CENTER  
119.4 278.8

GRAND ISLAND TOWER★  
118.2 (CTAF)  388.2

GND CON  
121.9 388.2

CLNC DEL	
<b>121.9</b>	
<b>126.05</b> (when tower closed)	

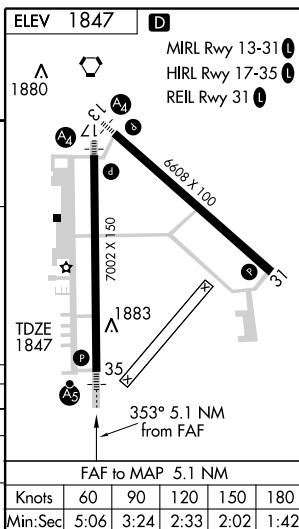
UNICOM  
122.95

Remain  
within 10 NM

SANCY LOM  
GRI 67

← 5.1 NM →

CATEGORY	A	B	C	D
S-ILS 35	* 2047-24 200 (200-½)			
S-LOC 35	2200-24 353 (400-½)			2200-40 353 (400-¾)
CIRCLING	2300-1	453 (500-1)	2300-1½ 453 (500-1½)	2400-2 553 (600-2)



GRAND ISLAND, NEBRASKA  
Amdt 9D 10266

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

ILS or LOC RWY 35

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

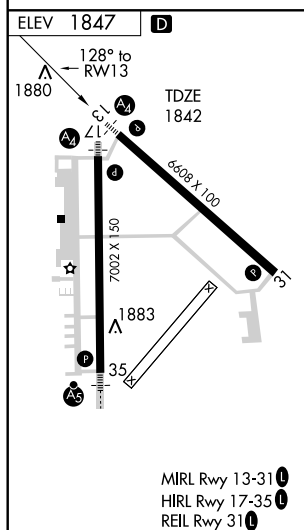
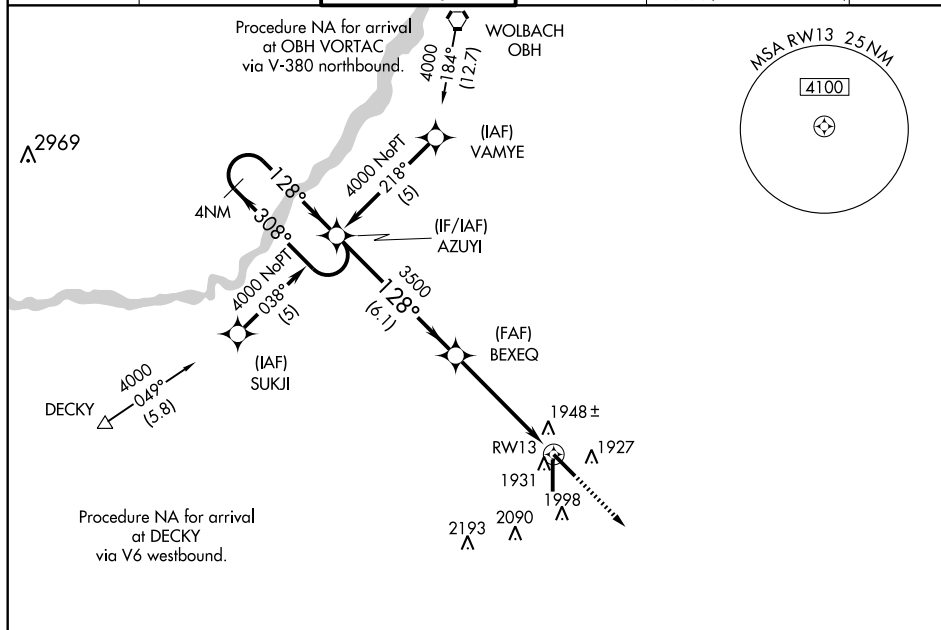


WAAS CH <b>53399</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Idg <b>6608</b> TDZE <b>1842</b> Apt Elev <b>1847</b>
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## RNAV (GPS) RWY 13

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

<b>A</b> DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV and LNAV/VNAV.				MALS 	MISSED APPROACH: Climb to 4100 direct AGEKY and hold.
ATIS <b>127.4</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	GRAND ISLAND TOWER* <b>118.2 (CTAF) 388.2</b>	GND CON <b>121.9 388.2</b>	CLNC DEL <b>121.9</b> (when tower closed)	UNICOM <b>122.95</b>



4 NM Holding Pattern AZUYI 4000 308° 128° GS 3.00° TCH 45 VGSI and RNAV glidepath not coincident.				4100 AGEKY 128° 308° 4NM
BEXEQ 3500 128° 6.1 NM 4 NM 1 NM RW13 * 1 NM to RW13 * LNAV only				
CATEGORY	A	B	C	D
LPV DA		2092-¾	250 (300-¾)	
LNAV/VNAV DA		2247-1½	405 (400-1½)	
LNAV MDA		2200-¾	358 (400-¾)	2200-1¼ 358 (400-1¼)
CIRCLING		2300-1½	453 (500-1½)	2400-2 553 (600-2)

WAAS CH <b>60999</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>7002</b> TDZE <b>1844</b> Apt Elev <b>1847</b>
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## RNAV (GPS) RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

**A** altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV.



**MISSED APPROACH:**  
Climb to 3800 direct  
AXOVY and hold.

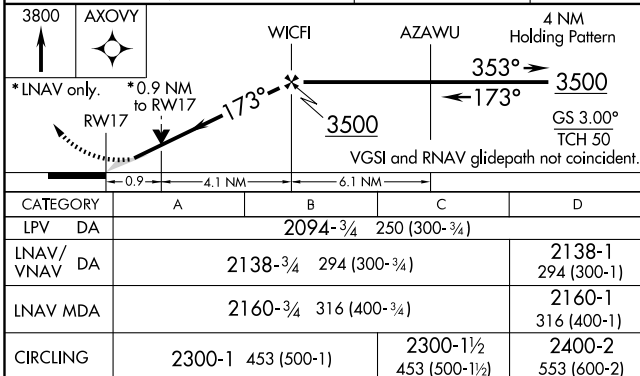
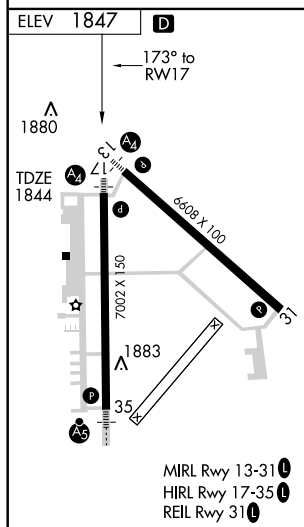
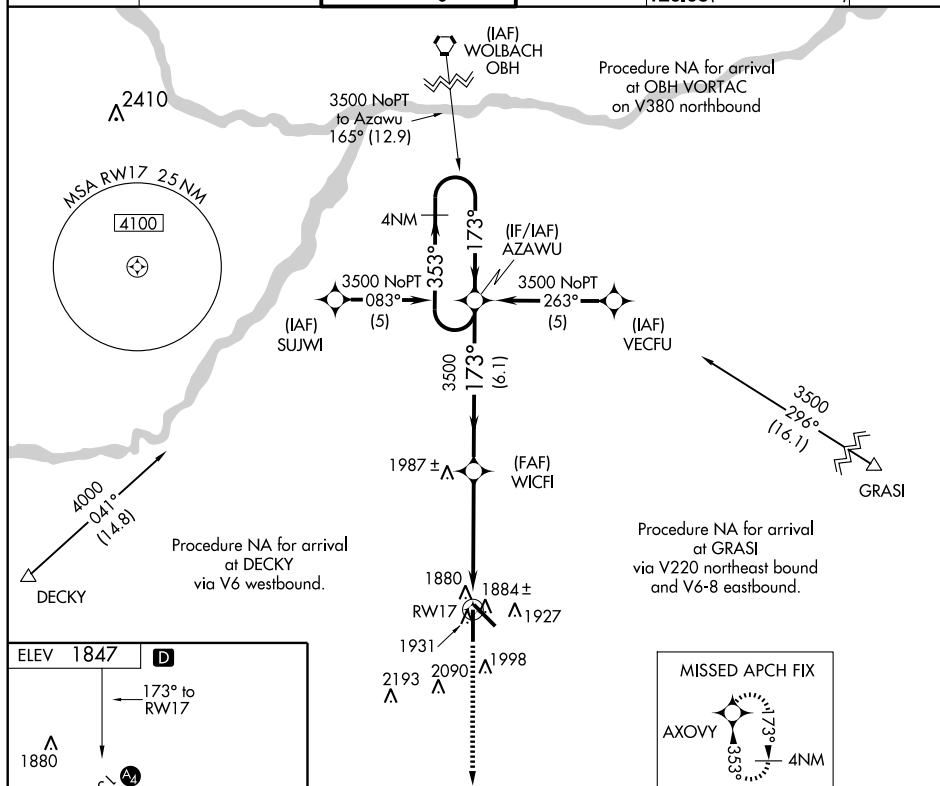
ATIS  
127.4

MINNEAPOLIS CENTER  
119.4 278.8

GRAND ISLAND TOWER★  
118.2 (CTAF) 0 388.2

GND CON  
121.9 388.2

CLNC DEL  
**121.9**  
**126.05**(when tower closed)

UNICOM  
122.95

## GRAND ISLAND, NEBRASKA

Amdt 1 10266

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

## RNAV (GPS) RWY 17

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	<b>6608</b>
<b>308°</b>	TDZE	<b>1844</b>
	Apt Elev	<b>1847</b>

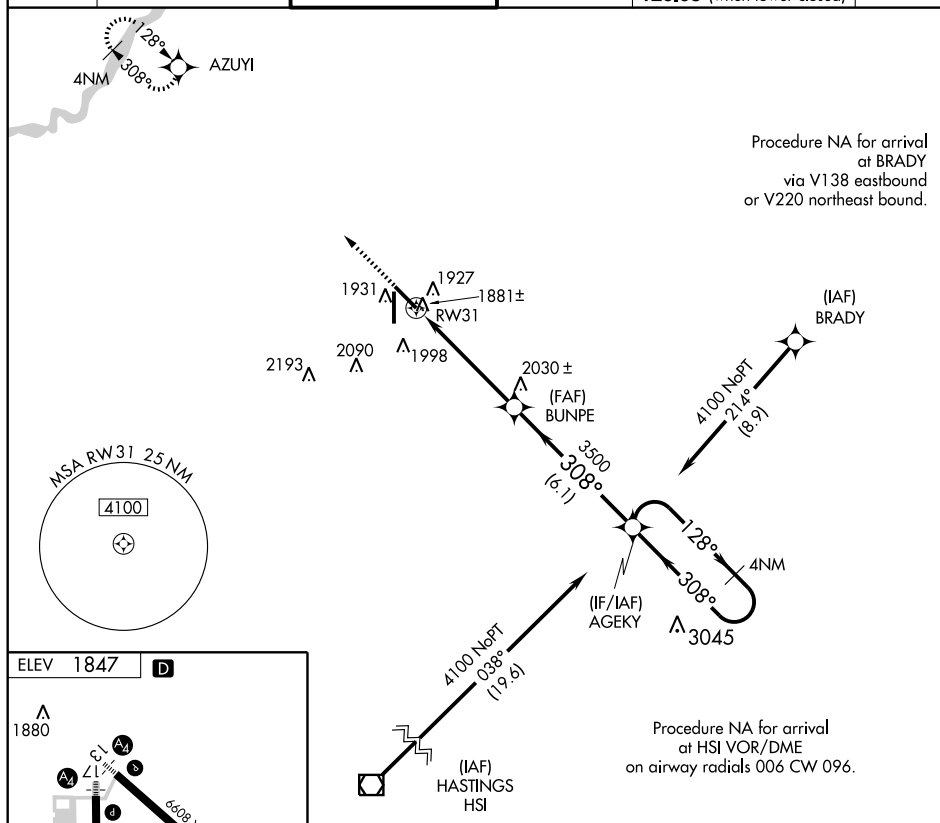
**RNAV (GPS) RWY 31**

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

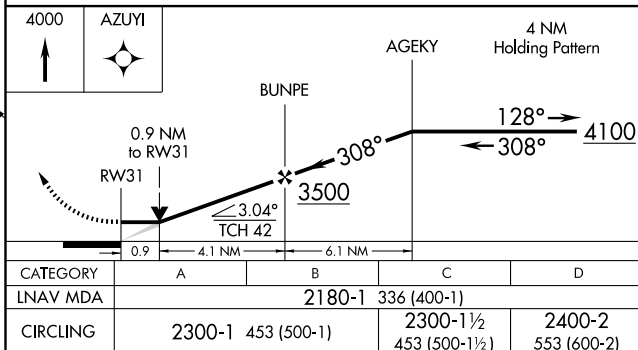
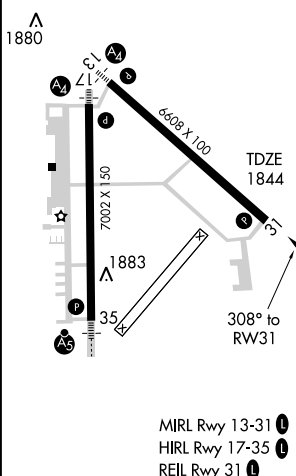
**A** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet. VDP NA when using Aurora altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct AZUYI and hold.

ATIS <b>127.4</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	GRAND ISLAND TOWER ★ <b>118.2 (CTAF) 388.2</b>	GND CON <b>121.9 388.2</b>	CLNC DEL <b>121.9</b> 126.05 (when tower closed)	UNICOM <b>122.95</b>
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ELEV 1847

**D**



WAAS CH <b>86799</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>7002</b> TDZE <b>1847</b> Apt Elev <b>1847</b>
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## RNAV (GPS) RWY 35

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

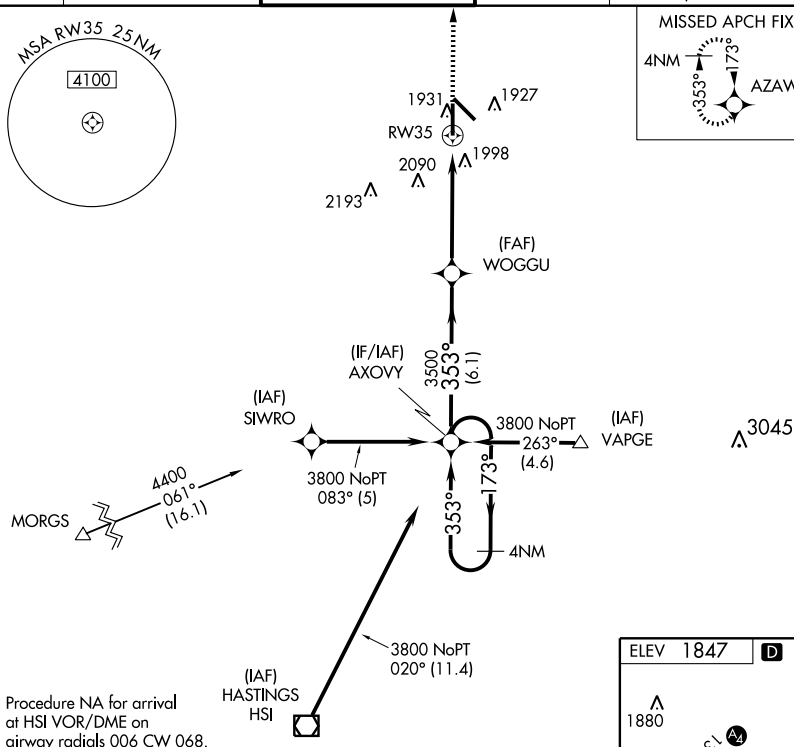
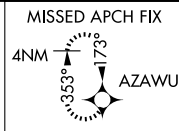
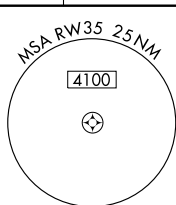
**A** DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. For inoperative MALS/R increase LPV visibility to RVR 4000 all Cnts.

MALSR

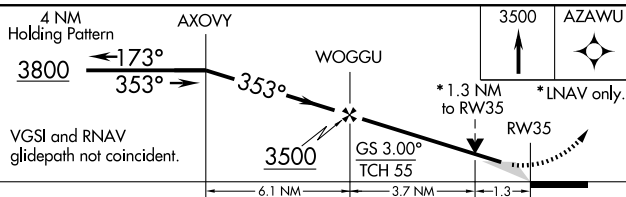


**MISSED APPROACH:**  
Climb to 3500 direct  
AZAWU and hold.

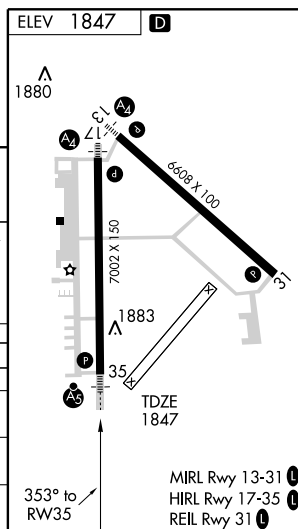
ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 0 388.2	121.9 388.2	121.9 (when tower closed)	122.95



Procedure NA for arrival  
at HSI VOR/DME on  
airway radials 006 CW 068.



CATEGORY	A	B	C	D
LPV DA	2097/24 250 (300-½)			
LNAV/ VNAV DA	2283/50 436 (500-1)			
LNAV MDA	2260/24	413 (500-½)	2260/40 413 (500-¾)	2260/50 413 (500-1)
CIRCLING	2300-1½ 453 (500-1½)			2400-2 553 (600-2)



GRAND ISLAND, NEBRASKA

Amdt 1 10266

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

RNAV (GPS) RWY 35

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

VORTAC GRI <b><u>112.0</u></b> Chan <b>57</b>	APP CRS <b>313°</b>	Rwy Idg <b>6608</b> TDZE <b>1844</b> Apt Elev <b>1847</b>
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VOR/DME RWY 31

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

**T** If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet.

**A** VDP NA when using Aurora altimeter setting.

**MISSED APPROACH:** Climb to 2900 then climbing right turn to 3700 direct GRI VORTAC and hold.

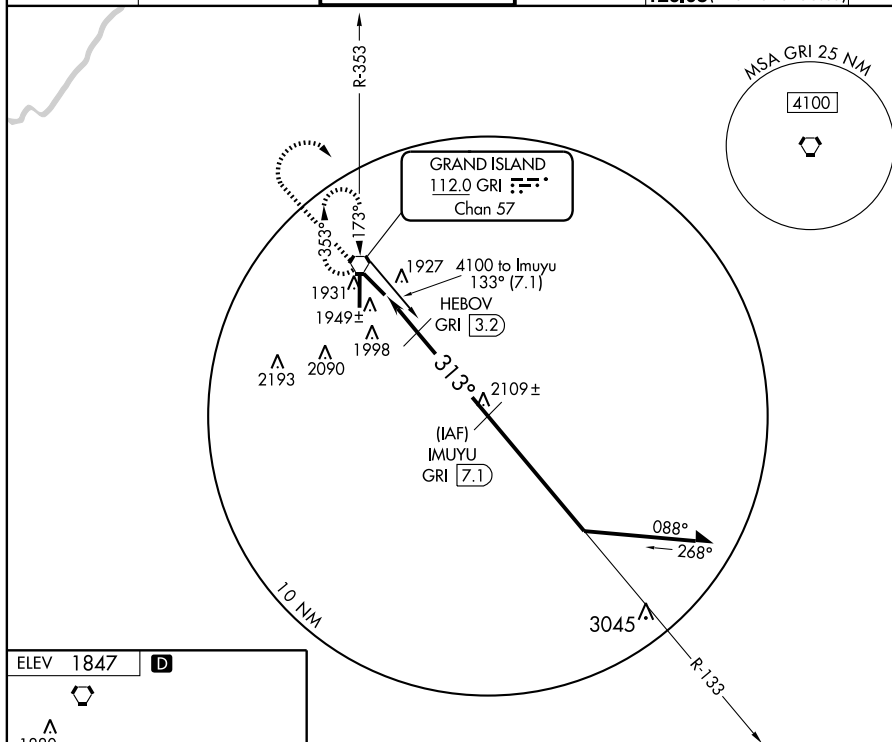
ATIS  
127.4

MINNEAPOLIS CENTER  
119.4 278.8

GRAND ISLAND TOWER★  
118.2 (CTAF) 0 388.2

GND CON  
121.9 388.2

CLNC DEL  
**121.9**  
**126.05**(when tower closed)

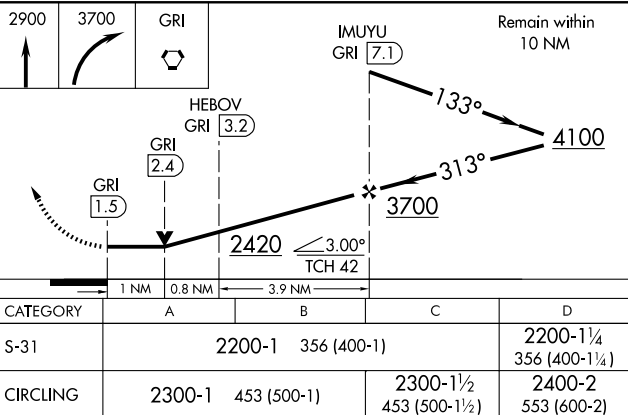
UNICOM  
122.95

ELEV 1847

**D**

1880

MIRL Rwy 13-31 **L**  
HIRL Rwy 17-35 **L**  
REIL Rwy 31 **L**



GRAND ISLAND, NEBRASKA

Amdt 8 10266

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

VOR/DME RWY 31

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2: 21 OCT 2010 to 18 NOV 2010

VORTAC GRI <b>112.0</b> Chan <b>57</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>7002</b> <b>1847</b> <b>1847</b>
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**VOR/DME RWY 35**

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)



MISSED APPROACH: Climb to 2900, then climbing left turn to 3600 direct GRI VORTAC and hold.

ATIS  
**127.4**

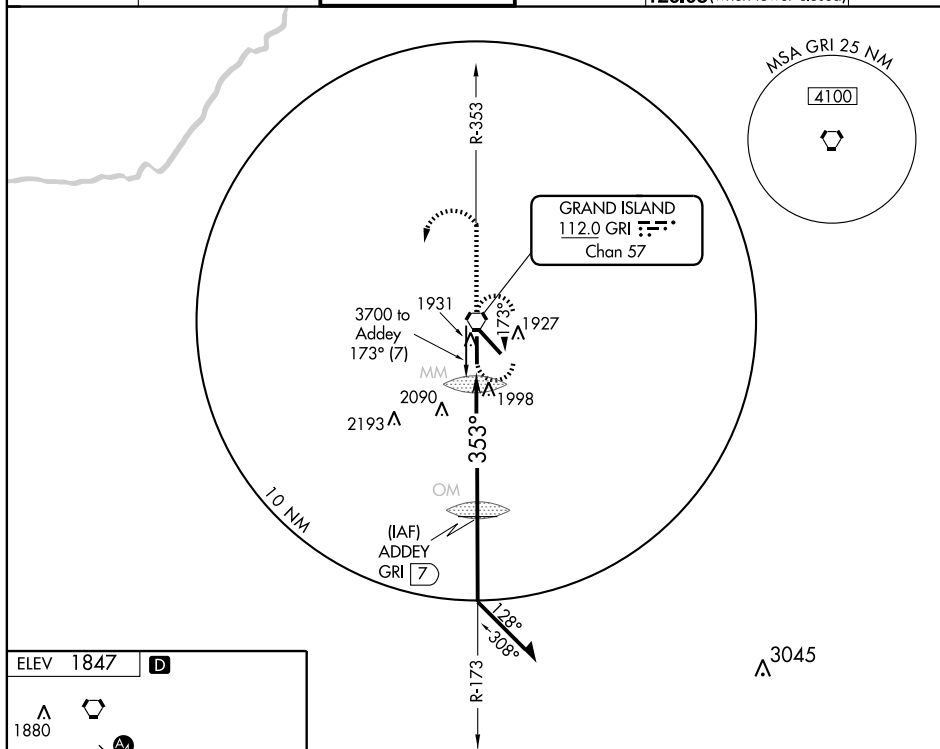
MINNEAPOLIS CENTER  
**119.4 278.8**

GRAND ISLAND TOWER\*  
**118.2 (CTAF) 0388.2**

GND CON  
**121.9 388.2**

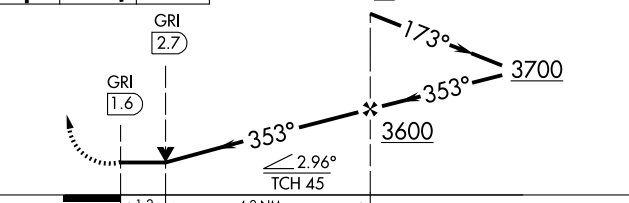
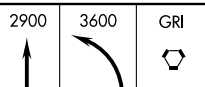
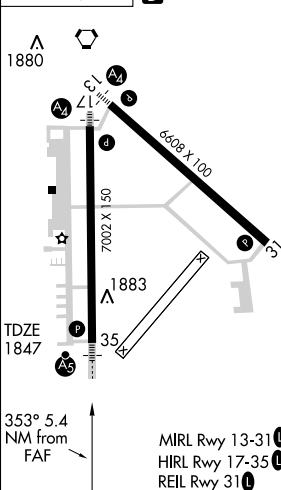
CLNC DEL  
**121.9**  
**126.05** (when tower closed)

UNICOM  
**122.95**



ELEV 1847

D



CATEGORY	A	B	C	D
S-35	2260-1/2 413 (500-1/2)		2260-3/4 413 (500-3/4)	2260-1 413 (500-1)
CIRCLING	2300-1 453 (500-1)		2300-1 1/2 453 (500-1 1/2)	2400-2 553 (600-2)

GRAND ISLAND, NEBRASKA

Amdt 15 10266

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

**VOR/DME RWY 35**

## VOR RWY 13

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

VORTAC GRI <b>112.0</b> Chan <b>57</b>	APP CRS <b>104°</b>	Rwy Idg TDZE Apt Elev	<b>6608</b> <b>1842</b> <b>1847</b>
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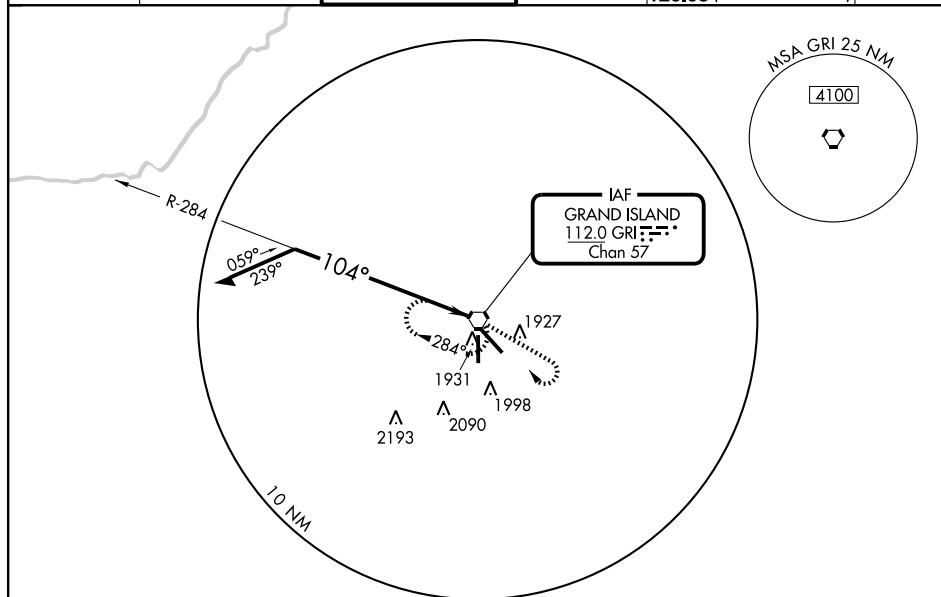
Inoperative table does not apply to S-13 Cat C.

MAIS



MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

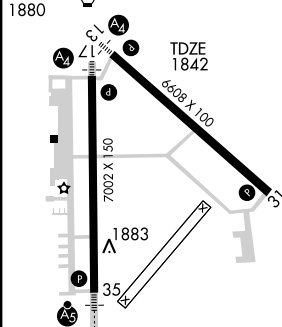
ATIS <b>127.4</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	GRAND ISLAND TOWER* <b>118.2 (CTAF) 0388.2</b>	GND CON <b>121.9 388.2</b>	CLNC DEL <b>121.9</b> <b>126.05</b> (when tower closed)	UNICOM <b>122.95</b>
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ELEV 1847

D

1880  
104° to GRI VORTAC  
TDZE 1842  
6608 X 100  
7002 X 150  
1883  
35  
31



MIRL Rwy 13-31  
HIRL Rwy 17-35  
REIL Rwy 31

Remain within 10 NM

VORTAC

3600

284°

104°

3600



GRI



CATEGORY	A	B	C	D
S-13	2300-3/4 458 (500-3/4)		2300-1 1/4 458 (500-1 1/4)	2300-1 1/2 458 (500-1 1/2)
CIRCLING	2300-1 453 (500-1)		2300-1 1/2 453 (500-1 1/2)	2400-2 553 (600-2)

GRAND ISLAND, NEBRASKA

Amdt 19A 10266

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

VOR RWY 13

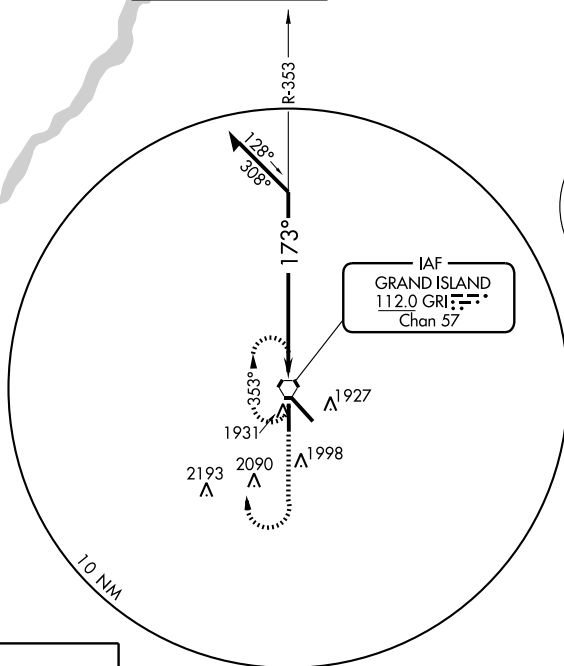
VOR RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

MALS

A<sub>4</sub> - - - -

MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

UNICOM  
122.95

MSA GRI 25 NM

4100



ELEV 1847

D

GRI VORTAC

Remain  
within 10 NM

VORTAC

3600

0.4	
-----	--

MIRL Rwy 13-31 **L**  
HIRL Rwy 17-35 **L**  
REIL Rwy 31 **L**

CATEGORY	A	B	C	D
S-17	2300-¾	456 (500-¾)	2300-1¼ 456 (500-1¼)	2300-1½ 456 (500-1½)
CIRCLING	2300-1	453 (500-1)	2300-1½ 453 (500-1½)	2400-2 553 (600-2)

GRAND ISLAND, NEBRASKA

Amdt 24 10266

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

40° 58' N-98° 19' W

VOR RWY 17

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

## GRAND ISLAND

CENTRAL NEBRASKA RGNL (GRI) 3 NE UTC-6(-5DT) N40°58.05' W98°18.58'

OMAHA

1847 B S4 FUEL 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE GRI H-5B, L-10H, 12H  
 RWY 17-35: H7002X150 (CONC) S-75, D-110, 2S-139, 2D-185 HIRL IAP, AD

RWY 17: MALS. PAPI(P4L)—GA 3.0° TCH 38'.

RWY 35: MALS. PAPI (P4L)—GA 2.6° TCH 55'.

RWY 13-31: H6608X100 (CONC) S-45, D-60 MIRL

RWY 13: MALS. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 42'.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-6608 TODA-6608 ASDA-6608 LDA-6608

RWY 17: TORA-7002 TODA-7002 ASDA-7002 LDA-7002

RWY 31: TORA-6608 TODA-6608 ASDA-6608 LDA-6608

RWY 35: TORA-7002 TODA-7002 ASDA-7002 LDA-7002

**AIRPORT REMARKS:** Attended continuously. Migratory waterfowl on and in/ovf arpt. Class I, ARFF Index B. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308-385-5170. Index B equipment provided.  
 Index C level ARFF avbl upon request. Air carrier ops over 9 passengers seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. Rwy 35 touchdown rwy visual range avbl. When twr clsd ACTIVATE MALS Rwy 13 and 17, MALS Rwy 35, MIRL Rwy 13-31, HIRL Rwy 17-35, PAPI Rwy 13, Rwy 31, Rwy 17, Rwy 35 and REIL Rwy 31—CTAF.

**WEATHER DATA SOURCES:** ASOS (308) 382-5590. LAWRS.**COMMUNICATIONS:** CTAF 118.2 ATIS 127.4 UNICOM 122.95

RCO 122.45 (COLUMBUS RADIO)

⑦ MINNEAPOLIS CENTER APP/DEP CON 119.4

GRAND ISLAND TOWER 118.2 (1300-0200Z‡) GND CON 121.9

MINNEAPOLIS CENTER CLNC DEL 126.05 (0200-1300Z‡)

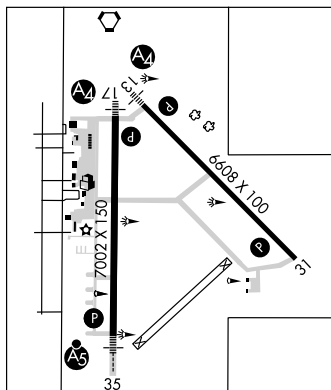
GRAND ISLAND CLNC DEL 121.9 (1300-0200Z‡)

**AIRSPACE:** CLASS D svc 1300-0200Z‡ other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04' W98°18.89' at fld. 1840/7E.

SANCY NDB (LOM) 380 GR N40°52.37' W98°18.88' 355° 5.7 NM to fld.

ILS 111.9 I-GRI Rwy 35 Class IC. LOM SANCY NDB. Back course unusable byd 16 NM, unusable byd 10 NM blo 3,000'. LOM unmonitored.



## GRANT COUNTY (See HYANNIS)

GRANT MUNI (GGF) 2 N UTC-7 (-6DT) N40°52.24' W101°44.03'

CHEYENNE

3425 B S4 FUEL 100LL NOTAM FILE OLU

L-10G

RWY 15-33: H4797X60 (CONC) S-30, D-30 MIRL

IAP

**AIRPORT REMARKS:** Attended 1500-0000Z‡. Ultralights in/ovf arpt. ACTIVATE MIRL Rwy 15-33—CTAF.**WEATHER DATA SOURCES:** SAWRS**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑦ DENVER CENTER APP/DEP CON 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24' W100°55.42' 293° 44.6 NM to fld.  
 3010/11E.

NDB (MHW) 359 GGF N40°52.26' W101°43.83' at fld.

**COMM/NAV/WEATHER REMARKS:** SAWRS avbl for Part 135 ops; Call 308-352-2223 at least 24 hrs in advance.

GREELEY MUNI (99Y) 1 NW UTC-6(-5DT) N41°33.50' W98°32.77'

OMAHA

2035 NOTAM FILE OLU

RWY 13-31: 2800X100 (TURF)

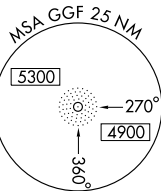
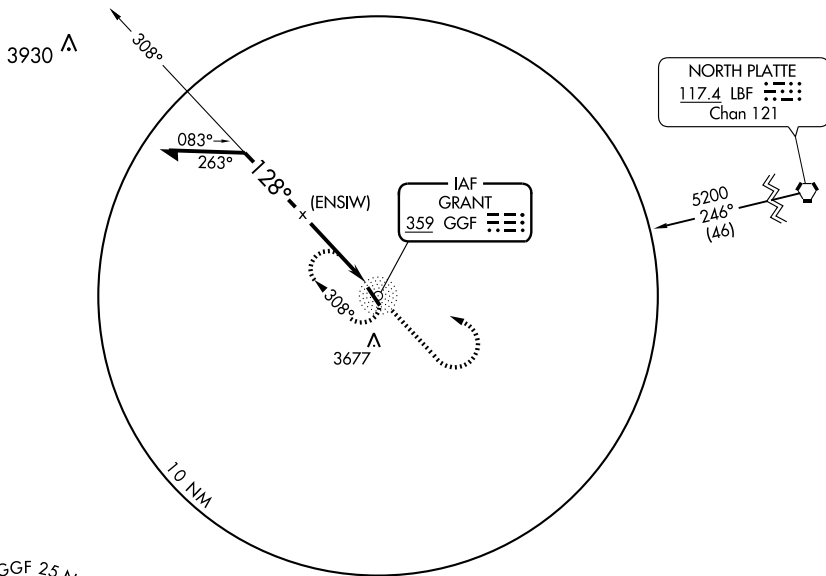
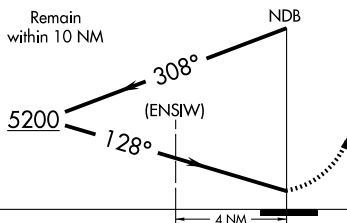
RWY 13: Fence. RWY 31: Fence.

**AIRPORT REMARKS:** Unattended. Rwy 13-31 marked with yellow boundary cones.**COMMUNICATIONS:** CTAF 122.9

## HARLAN CO LAKE SPB (See ALMA)

NDB GGF  
**359**APP CRS  
**128°**Rwy Idg **4797**  
TDZE **3423**  
Apt Elev **3425****NDB RWY 15**  
GRANT MUNI (GGF)

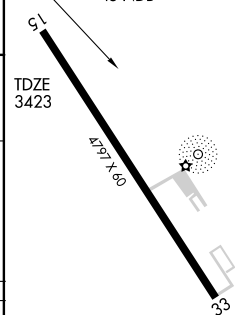
NA

When local altimeter not received, use Ogallala  
altimeter setting.MISSED APPROACH: Climb to 5200 then left turn direct  
GGF NDB and hold.DENVER CENTER  
**132.7 397.85**UNICOM  
**122.8 (CTAF)**Remain  
within 10 NM

5200

GGF  
359

ELEV 3425

128°  
to NDB

MIRL Rwy 15-33

CATEGORY	A	B	C	D
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1	575 (600-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4060-1	637 (700-1)	NA	
CIRCLING	4060-1	635 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NDB GGF <b>359</b>	APP CRS <b>327°</b>	Rwy Idg TDZE <b>3425</b> Apt Elev <b>3425</b>
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# NDB RWY 33

GRANT MUNI (GGF)

**▽** When local altimeter not received, use Ogallala altimeter setting.

**△ NA**

MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF)**

**△** 3930

IAF  
GRANT  
**359 GGF**

**△** 3677

(ENSOW)

NORTH PLATTE  
117.4 LBF  
Chan 121

5200  
246°  
(46)

MSA GGF 25 NM

5300  
270°  
4900  
360°

5200

GGF  
359

NDB

Remain  
within 10 NM

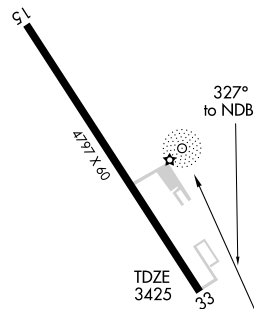
(ENSOW)

5200

4 NM

CATEGORY	A	B	C	D
S-33	4100-1	675 (700-1)		NA
CIRCLING	4100-1	675 (700-1)		NA
OGALLALA ALTIMETER SETTING MINIMUMS				
S-33	4140-1	715 (800-1)		NA
CIRCLING	4140-1	715 (800-1)		NA

ELEV 3425



MIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					





WAAS CH <b>62908</b> <b>W33A</b>	APP CRS <b>317°</b>	Rwy Idg <b>4797</b> TDZE <b>3425</b> Apt Elev <b>3425</b>
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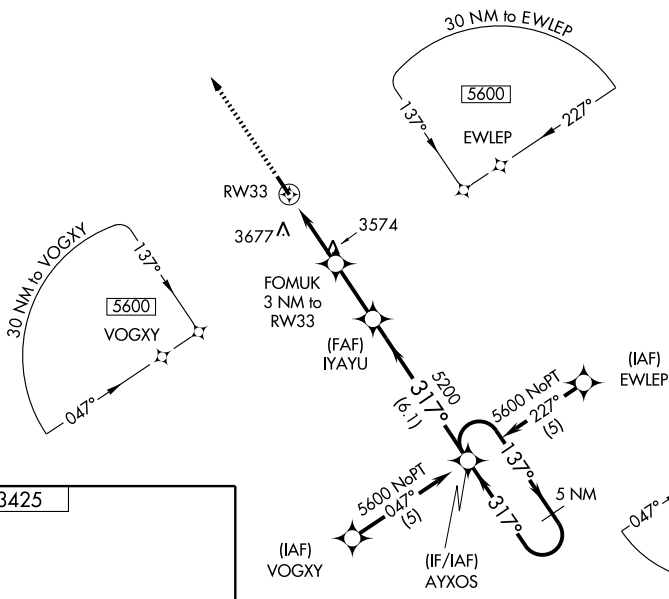
# RNAV (GPS) RWY 33

**T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LPV all  
**A** NA Cats visibility ¼ mile. VDP NA when using Ogallala altimeter setting.

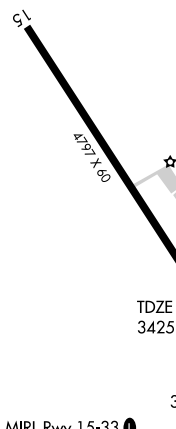
MISSED APPROACH: Climb to 5600  
direct AHUJ and hold.

DENVER CENTER  
132.7 397.85UNICOM  
122.8 (CTAF) **L**

4057 A.



ELEV 3425



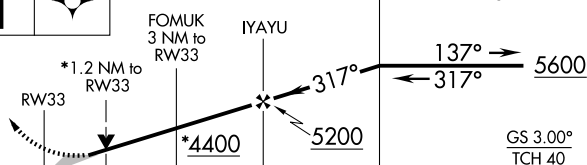
5600

AHHU

\* LNAV only

AYXOS

5 NM  
Holding Pattern



	1.2 NM	1.8 NM	2.4 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	3710-1	285 (300-1)	NA		
LNAV MDA	3840-1	415 (500-1)	NA		
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA		

GRANT, NEBRASKA

Amdt 1 08213

40°52'N-101°44'W

GRANT MUNI (GGF)  
RNAV (GPS) RWY 33

NC-2. 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SAE <b>110.2</b> Chan <b>39</b>	APP CRS <b>162°</b>	Rwy Idg TDZE Apt Elev <b>4797</b> <b>3423</b> <b>3425</b>
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# VOR/DME RWY 15

GRANT MUNI (GGF)

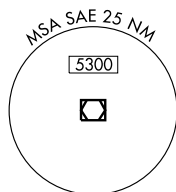
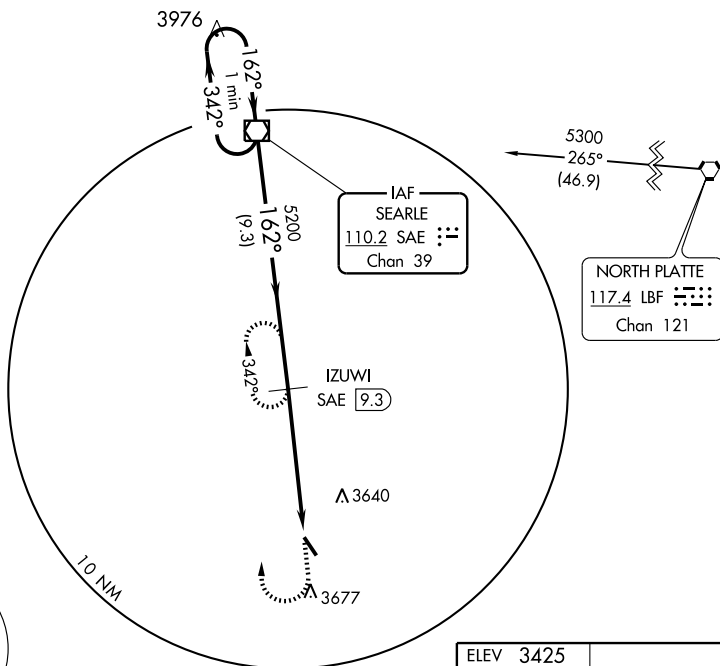
▼  
▲ NA

When local altimeter not received, use  
Ogallala altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing  
right turn to 5200 via R-162 to IZUWI and hold.

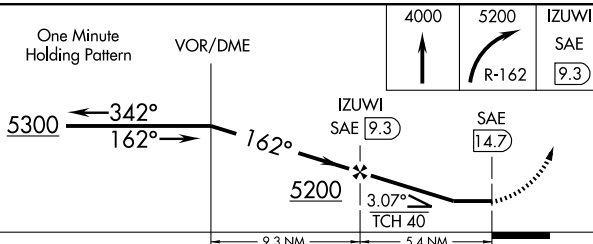
DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF)** 0

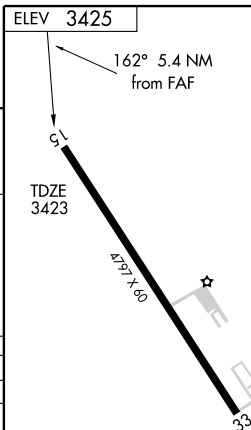


One Minute  
Holding Pattern

VOR/DME



CATEGORY	A	B	C	D
S-15	3940-1	517 (600-1)		NA
CIRCLING	3940-1 515 (600-1)	3980-1 555 (600-1)		NA
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4000-1	577 (600-1)		NA
CIRCLING	4000-1 575 (600-1)	4040-1 615 (700-1)		NA



MIRL Rwy 15-33 0

**HARRY STRUNK** N40°18.26' W100°09.46' NOTAM FILE OLU.  
 NDB (MHW) 389 CSB at Cambridge Muni.

OMAHA  
 L-12H  
 IAP

**HARTINGTON MUNI** (ØB4) 2 SE UTC-6(-5DT) N42°36.19' W97°15.21'

OMAHA  
 L-12H  
 IAP

1388 B S4 FUEL 100LL NOTAM FILE OLU

RWY 13-31: H3950X60 (CONC) MIRL 0.3% up SE

RWY 13: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 4.0° TCH 40'. Thld dsplcd 400'. Road.

RWY 03-21: 2150X125 (TURF) 0.6% up SW

RWY 03: Trees. RWY 21: Road.

**AIRPORT REMARKS:** Attended continuously. For fuel call 402-254-6916/3812. Rwy 03-21 not plowed winter months.  
 ACTIVATE MIRL Rwy 13-31; PAPI Rwy 13 and Rwy 31—CTAF.

**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YKN.

YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10' W97°23.10' 156° 19.8 NM to fld. 1301/7E.

**HARVARD STATE** (Ø8K) 2 NE UTC-6(-5DT) N40°39.08' W98°04.79'

OMAHA  
 L-10I  
 IAP

1815 B FUEL 100LL NOTAM FILE OLU

RWY 14-32: 3900X150 (TURF)

RWY 17-35: H3745X60 (ASPH) MIRL

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Ultralights on and  
 invof arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

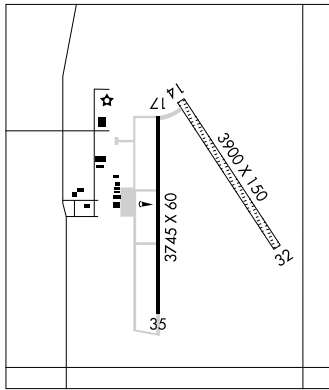
**COMMUNICATIONS:** CTAF 122.9

® MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 073° 16.2 NM to fld. 1950/7E. HIWAS.



APP CRS	Rwy Idg	<b>3950</b>
<b>135°</b>	TDZE	<b>1383</b>
	Apt Elev	<b>1387</b>

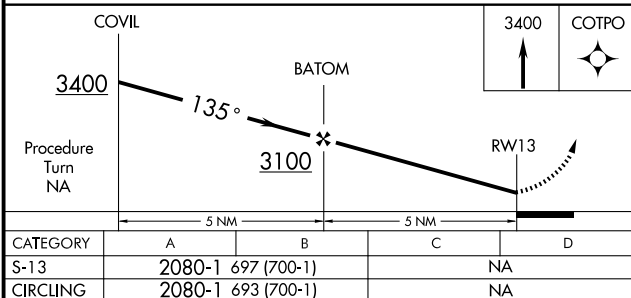
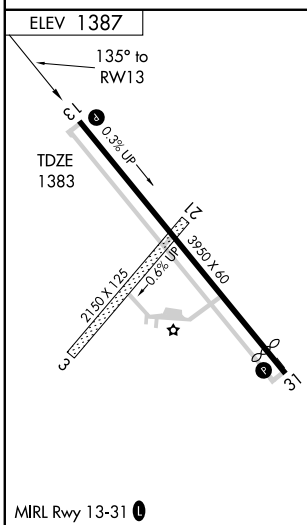
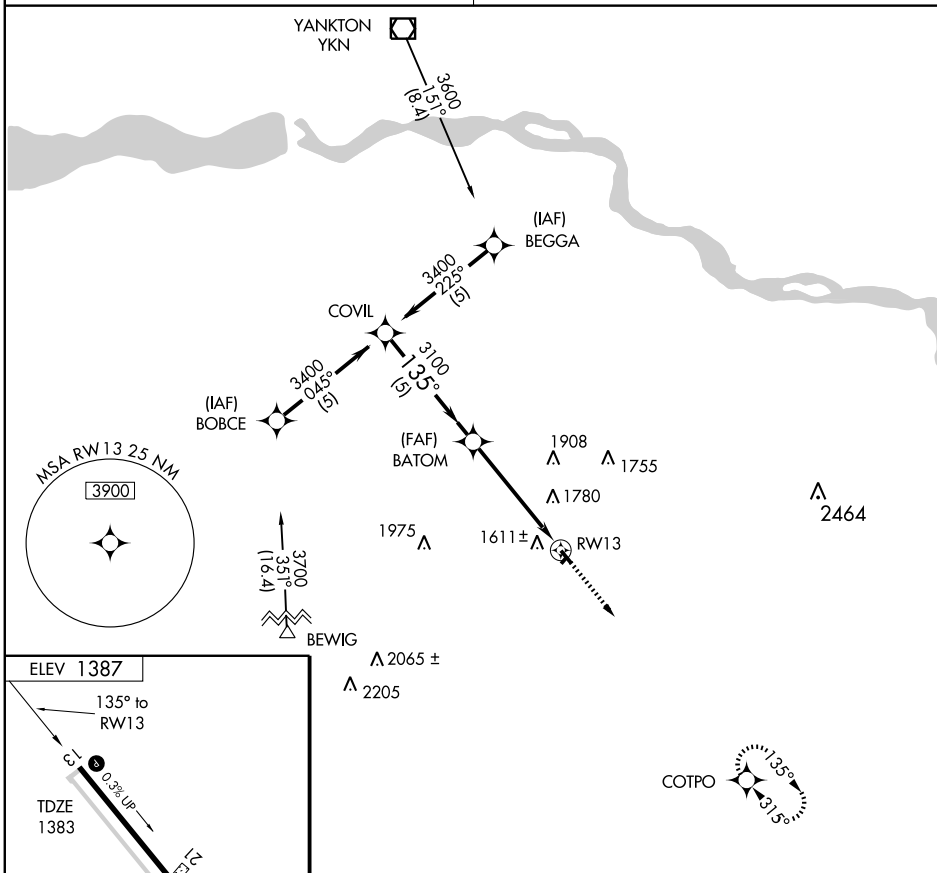
GPS RWY 13  
HARTINGTON MUNI (ØB4)

**A** NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

**MISSED APPROACH:** Climb to 3400 direct COTPO WP and hold.

MINNEAPOLIS CENTER  
124.1 269.0

CTAF  
122.9 **L**



HARTINGTON, NEBRASKA  
Orig 09351

HARTINGTON MUNI (ØB4)  
CBS PMV 12

GPS RWY 13

42°36'N-97°15'W

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2: 21 OCT 2010 to 18 NOV 2010

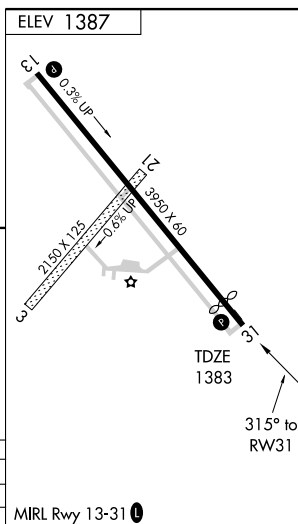
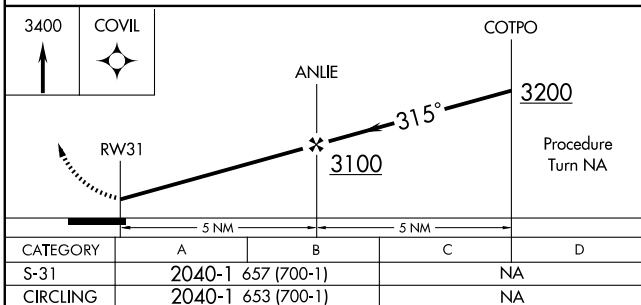
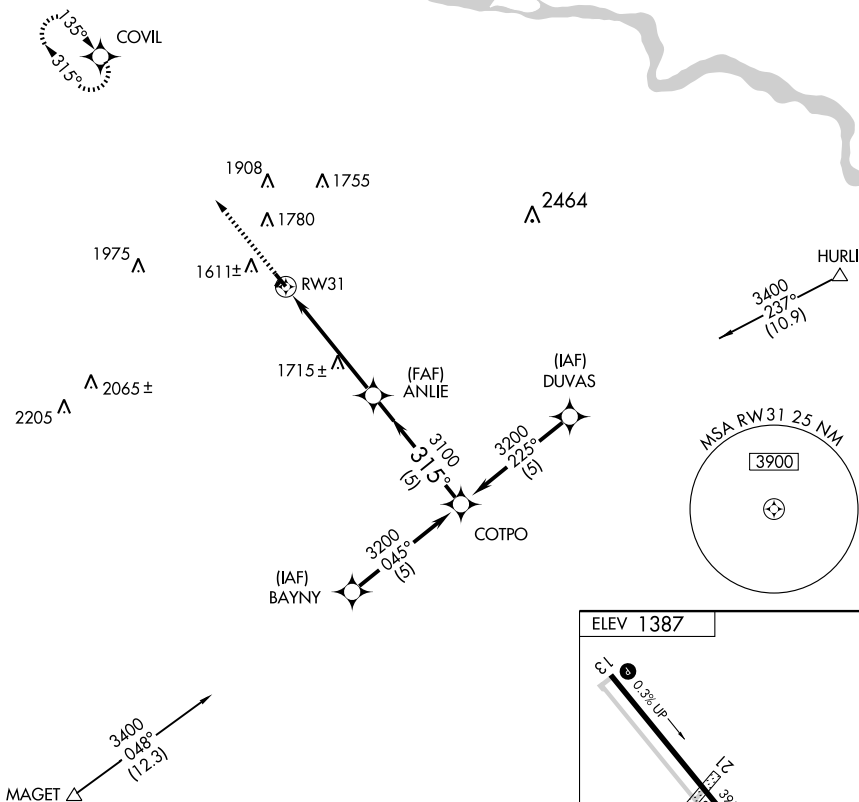
APP CRS	Rwy Idg	<b>3550</b>
<b>315°</b>	TDZE	<b>1383</b>
	Apt Elev	<b>1387</b>

GPS RWY 31  
HARTINGTON MUNI (ØB4)

**A** NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

**MISSED APPROACH:** Climb to 3400 direct COVIL WP and hold.

MINNEAPOLIS CENTER  
124.1 269.0

CTAF  
122.9 **L**

HARTINGTON, NEBRASKA

Orig 09351

HARTINGTON MUNI (0B4)

GPS RWY 31

42°36'N-97°15'W

NC-2. 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME YKN <b>111.4</b> Chan <b>51</b>	APP CRS <b>336°</b>	Rwy Idg TDZE Apt Elev <b>3550</b> <b>1383</b> <b>1383</b>
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# VOR/DME RWY 31

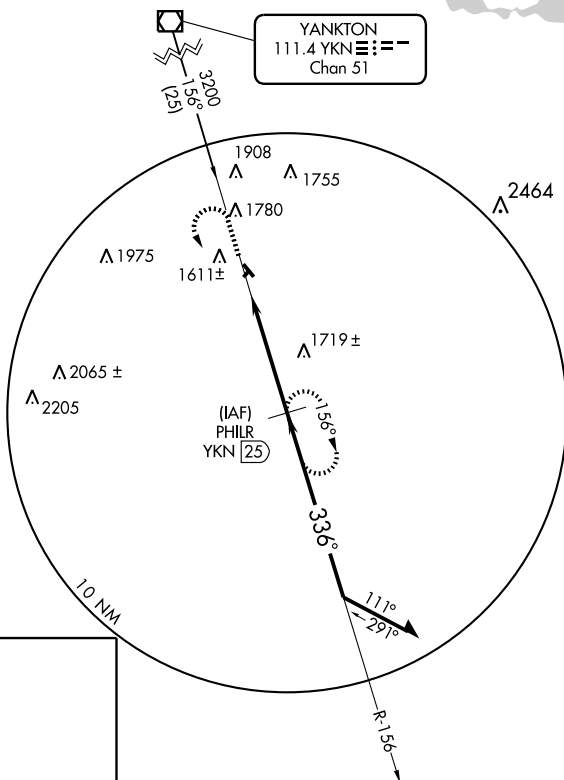
HARTINGTON MUNI (ØB4)

▲ NA Use Yankton altimeter setting.

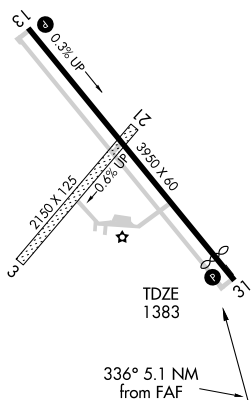
MISSED APPROACH: Climb to 3200 then left turn via YKN R-156 to PHILR and hold.

MINNEAPOLIS CENTER  
**124.1 269.0**

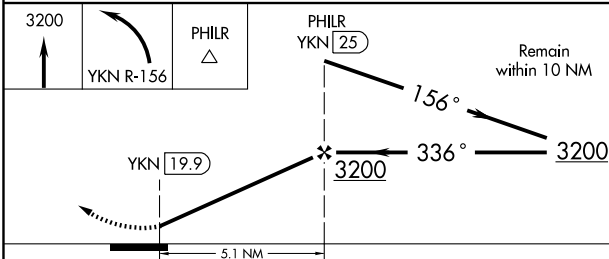
CTAF  
**122.9 0**



ELEV 1383



MIRL Rwy 13-31 0



CATEGORY	A	B	C	D
S-31	2040-1	657 (700-1)	NA	
CIRCLING	2040-1	657 (700-1)	NA	

HARTINGTON, NEBRASKA

Orig-B 01JUL10

42°36'N-97°15'W

# VOR/DME RWY 31

HARTINGTON MUNI (ØB4)

**HARRY STRUNK** N40°18.26' W100°09.46' NOTAM FILE OLU.  
 NDB (MHW) 389 CSB at Cambridge Muni.

OMAHA  
 L-12H  
 IAP

**HARTINGTON MUNI** (ØB4) 2 SE UTC-6(-5DT) N42°36.19' W97°15.21'

OMAHA  
 L-12H  
 IAP

1388 B S4 FUEL 100LL NOTAM FILE OLU

RWY 13-31: H3950X60 (CONC) MIRL 0.3% up SE

RWY 13: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 4.0° TCH 40'. Thld dsplcd 400'. Road.

RWY 03-21: 2150X125 (TURF) 0.6% up SW

RWY 03: Trees. RWY 21: Road.

**AIRPORT REMARKS:** Attended continuously. For fuel call 402-254-6916/3812. Rwy 03-21 not plowed winter months.  
 ACTIVATE MIRL Rwy 13-31; PAPI Rwy 13 and Rwy 31—CTAF.

**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YKN.

YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10' W97°23.10' 156° 19.8 NM to fld. 1301/7E.

**HARVARD STATE** (Ø8K) 2 NE UTC-6(-5DT) N40°39.08' W98°04.79'

OMAHA  
 L-10I  
 IAP

1815 B FUEL 100LL NOTAM FILE OLU

RWY 14-32: 3900X150 (TURF)

RWY 17-35: H3745X60 (ASPH) MIRL

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Ultralights on and  
 invof arpt. ACTIVATE MIRL Rwy 17-35—CTAF.

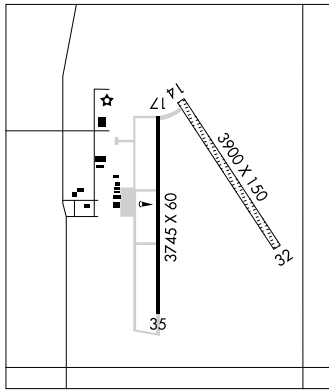
**COMMUNICATIONS:** CTAF 122.9

® MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 073° 16.2 NM to fld. 1950/7E. HIWAS.





HSI VOR/DME <b>108.8</b> Chan <b>25</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>3745</b> <b>1807</b> <b>1813</b>
---	------------------------	-----------------------------	---

# VOR/DME RNAV or GPS RWY 35

HARVARD STATE (Ø8K)

**NA** Use Aurora altimeter setting; if not received, use Grand Island altimeter setting and increase all MDA's 20 feet.

**MISSED APPROACH:** Climbing right turn to 3500 direct CHALS WP and hold.

AURORA AWOS-3  
**121.225**

MINNEAPOLIS CENTER  
**119.4 278.8**

CTAF  
**122.9 0**

3045  $\Delta$

MAP  
TRUNG  
N40°38.62' W98°04.92'  
108.8 HSI 074.5°-16.1  
1950

3700  
109°  
(17.7)

HASTINGS  
108.8 HSI  
Chan 25

1993  $\pm$   $\Delta$

353°

3300  
(5)

(FAF)

(PENEW)

5 NM from MAP WP  
N40°33.61' W98°04.87'

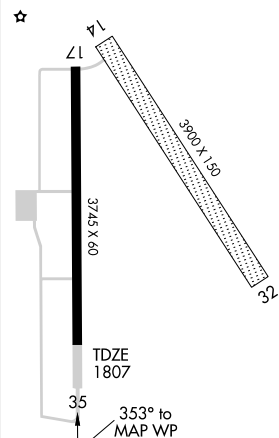
IAF

CHALS

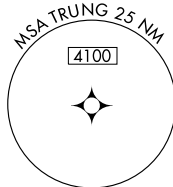
N40°28.61' W98°04.83'  
108.8 HSI 108.5°-17.7  
1950

4 NM

ELEV 1813

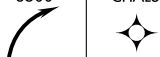


MRL Rwy 17-35 **0**



3500

CHALS



4 NM  
Holding Pattern

(PENEW)  
5 NM from  
MAP WP

CHALS

173° → 3500  
← 353°

TRUNG  
MAP WP

353°

3300

5 NM

5 NM

CATEGORY	A	B	C	D
S-35	2280-1	473 (500-1)	NA	
CIRCLING	2280-1	467 (500-1)	NA	

**HASTINGS MUNI** (HSI) 2 NW UTC-6(-5DT) N40°36.32' W98°25.67'

OMAHA

1961 B FUEL 100LL JET A NOTAM FILE HSI

H-5B, L-10H

RWY 14-32: H6451X100 (CONC) S-36, D-58, 2D-106 MIRL 0.4% up NW IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 38'.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Thld displcd 950'. Road.

RWY 04-22: H4501X75 (CONC) S-36, D-47 MIRL

RWY 04: VASI(V2L)—GA 3.0° TCH 37'. Road.

RWY 22: VASI(V2L)—GA 3.0° TCH 37'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-5500 TODA-6451 ASDA-5500 LDA-5500

RWY 32: TORA-6451 TODA-6451 ASDA-6451 LDA-5500

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 402-461-3060. Self-serve fuel avbl 24 hrs.

ACTIVATE MIRL Rwy 04-22 and Rwy 14-32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.525 (402) 463-4029. HIWAS 108.8 HSI.**COMMUNICATIONS:** CTAF/UNICOM 122.8

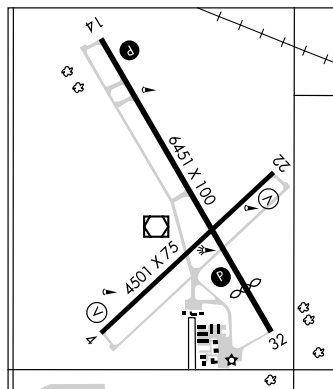
RCO 122.1R 108.8T (COLUMBUS RADIO)

® MINNEAPOLIS CENTER APP/DEP CON 119.4

**AIRSPACE:** CLASS E svc Mon-Fri 1200-0430Z†, Sat 1200-2000Z†, Sun 1600-0430Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

(L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' at fld. 1950/7E. HIWAS.

PROSSER NDB (HW) 338 PSS N40°41.18' W98°28.65' 148° 5.4 NM to fld. Unmonitored.

**HAY SPRINGS MUNI** (4V6) 0 SW UTC-7(-6DT) N42°40.93' W102°42.07'

CHEYENNE

3831 B FUEL 100LL NOTAM FILE OLU

RWY 11-29: 2750X300 (TURF) MIRL

RWY 11: P-line. RWY 29: Thld displcd 100'. Pole.

**AIRPORT REMARKS:** Unattended. Rwy 11-29 marked with yellow cones around lgts. Rwy 11-29 MIRL OTS indef. For MIRL Rwy 11-29 and rotating bcn, key 121.9.**COMMUNICATIONS:** CTAF 122.9**HAYES CENTER** N40°27.24' W100°55.42' NOTAM FILE OLU.

OMAHA

(H) VORTAC 117.7 HCT Chan 124 123° 21.3 NM to McCook Rgnl. 3010/11E.

H-5B, L-10G

RCO 122.1R 117.7T (COLUMBUS RADIO)

**HEBRON MUNI** (HJH) 1 S UTC-6(-5DT) N40°09.14' W97°35.22'

OMAHA

1466 B FUEL 100LL NOTAM FILE HJH

L-10I

RWY 12-30: H3600X60 (CONC) S-30 MIRL IAP

RWY 12: REIL. PAPI(P2L)—GA 3.9° TCH 52'. Tree.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Highway.

RWY 03-21: 2532X150 (TURF) 0.6% up SW

RWY 03: Highway. RWY 21: Highway.

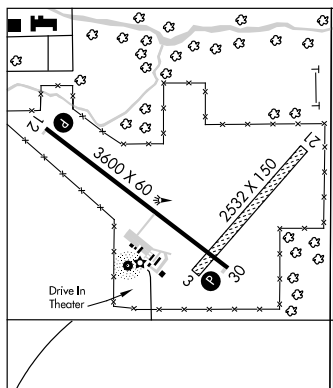
**AIRPORT REMARKS:** Unattended. For fuel call 402-768-7155. Rwy 03-21 marked with reflectors and yellow cones. ACTIVATE MIRL Rwy 12-30 PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.525 (402) 768-2501.**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 126.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38' W98°15.60' 046° 37.3 NM to fld. 1880/10E.

NDB (MHW) 323 HJH N40°09.02' W97°35.27' at fld. NOTAM FILE HJH.

**HOLDREGE** N40°26.89' W99°20.45' NOTAM FILE HDE.

OMAHA

NDB (MHW) 396 HDE at Brewster Fld. L-10H

WAAS CH <b>65612</b> <b>W14A</b>	APP CRS <b>143°</b>	Rwy Idg <b>6451</b> TDZE <b>1961</b> Apt Elev <b>1961</b>
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## RNAV (GPS) RWY 14

HASTINGS MUNI (HSI)

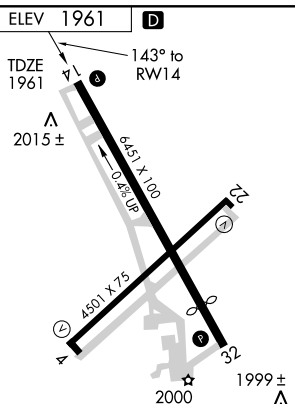
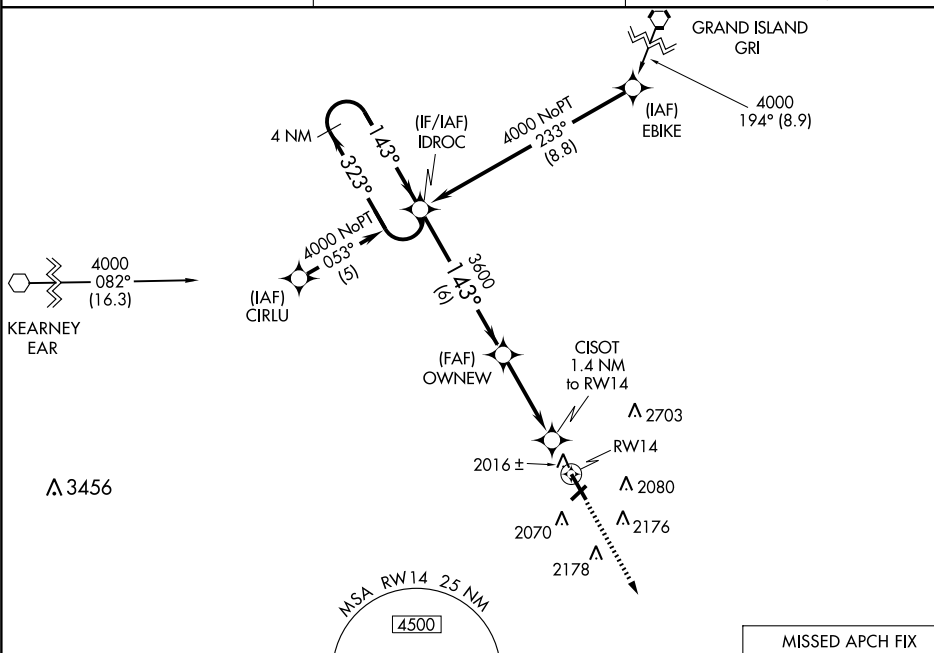
▼ If local altimeter setting not received use Grand Island altimeter setting and increase all DA/MDA's 80 feet. Baro-VNAV NA when using Grand Island altimeter setting. Circling Rwy 22 NA at night. Baro-VNAV NA below -18°C (0°F). DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 4000 direct FEPOB and hold.

ASOS  
**120.525**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8 (CTAF) 0**



MRL Rwy 4-22 and 14-32 0  
REL Rwy 14 and 32 0

4 NM Holding Pattern				4000	FEPOB
IDROC				4000	FEPOB
OWNEW				4000	FEPOB
CISOT 1.4 NM to RW14				4000	FEPOB
RW14				4000	FEPOB
VGS and RNAV glidepath not coincident.				4000	FEPOB
CATEGORY				4000	FEPOB
LPV DA				4000	FEPOB
LNAV/DA VNAV				4000	FEPOB
LNAV MDA				4000	FEPOB
CIRCLING				4000	FEPOB



VOR/DME HSI <b>108.8</b> Chan <b>25</b>	APP CRS <b>310°</b>	Rwy Idg TDZE Apt Elev	<b>5501</b> <b>1945</b> <b>1961</b>
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# VOR or GPS RWY 32

HASTINGS MUNI (HSI)

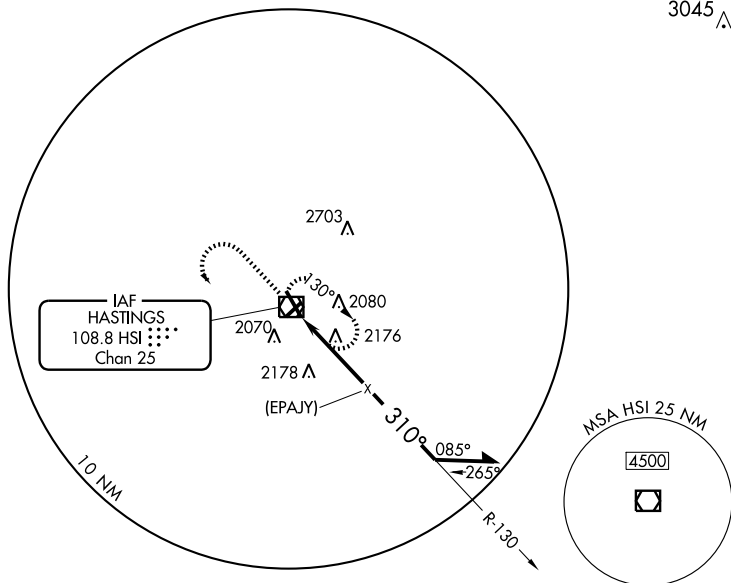


MISSED APPROACH: Climb to 3700 then left turn direct HSI VOR/DME and hold.

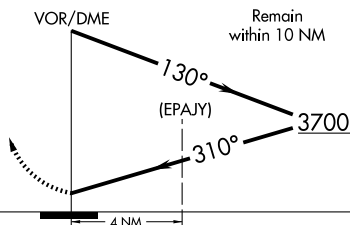
ASOS  
**120.525**

MINNEAPOLIS CENTER  
**119.4 278.8**

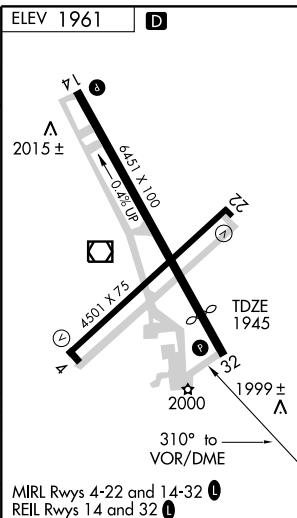
UNICOM  
**122.8 (CTAF) 0**



3700 ↑	HSI 108.8 ◻
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CATEGORY	A	B	C	D
S-32	2540-1 595 (600-1)		2540-1 ½ 595 (600-1 ½)	2540-1 ¾ 595 (600-1 ¾)
CIRCLING	2540-1 579 (600-1)		2540-1 ½ 579 (600-1 ½)	2540-2 579 (600-2)



VOR/DME HSI <b>108.8</b> Chgn <b>25</b>	APP CRS <b>151°</b>	Rwy Idg <b>6451</b> TDZE <b>1961</b> Apt Elev <b>1961</b>
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VOR RWY 14  
HASTINGS MUNI (HSI)

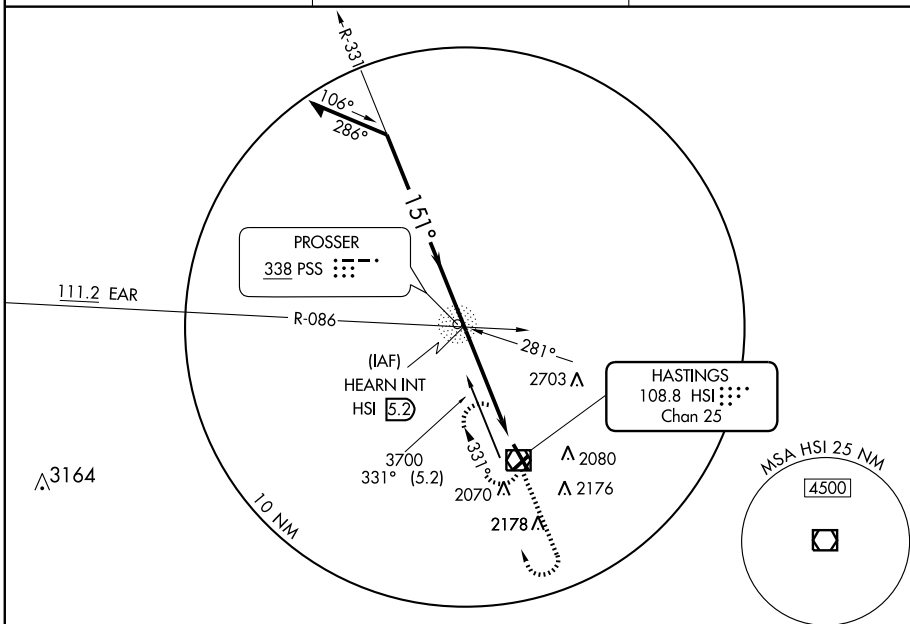


**MISSED APPROACH:** Climb to 3700 then right turn direct HSI VOR/DME and hold.

ASOS  
120.525

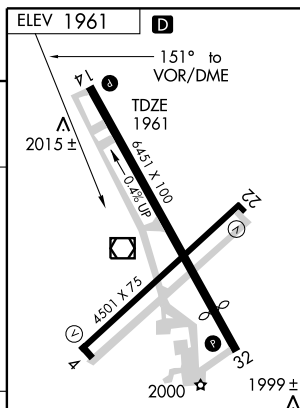
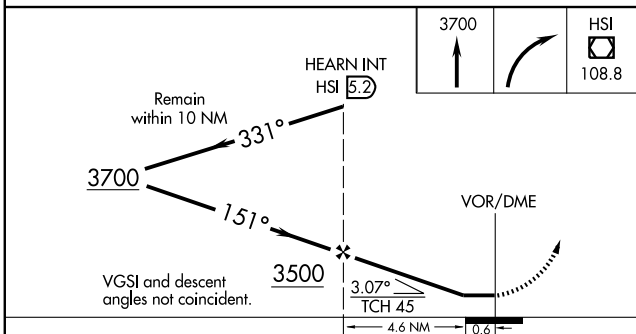
MINNEAPOLIS CENTER  
119.4 278.8

UN|COM  
122.8 (CTAF) **L**



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-14	2360-1 399 (400-1)			2360-1¼ 399 (400-1¼)
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwy 4-22 and 14-32 **L**  
REIL Rwy 14 and 32 **L**

HASTINGS, NEBRASKA  
Amdt 16D 08325

40°36'N-98°26'W

HASTINGS MUNI (HSI)  
VOR RWY 14

**HASTINGS MUNI** (HSI) 2 NW UTC-6(-5DT) N40°36.32' W98°25.67'

OMAHA

1961 B FUEL 100LL JET A NOTAM FILE HSI

H-5B, L-10H

RWY 14-32: H6451X100 (CONC) S-36, D-58, 2D-106 MIRL 0.4% up NW IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 38'.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Thld displcd 950'. Road.

RWY 04-22: H4501X75 (CONC) S-36, D-47 MIRL

RWY 04: VASI(V2L)—GA 3.0° TCH 37'. Road.

RWY 22: VASI(V2L)—GA 3.0° TCH 37'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 14: TORA-5500 TODA-6451 ASDA-5500 LDA-5500

RWY 32: TORA-6451 TODA-6451 ASDA-6451 LDA-5500

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 402-461-3060. Self-serve fuel avbl 24 hrs.

ACTIVATE MIRL Rwy 04-22 and Rwy 14-32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.525 (402) 463-4029. HIWAS 108.8 HSI.**COMMUNICATIONS:** CTAF/UNICOM 122.8

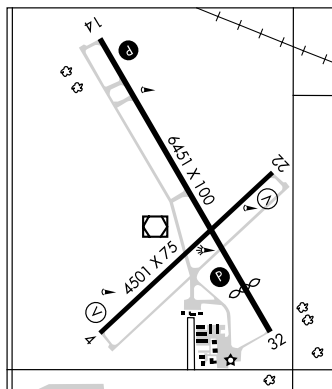
RCO 122.1R 108.8T (COLUMBUS RADIO)

® MINNEAPOLIS CENTER APP/DEP CON 119.4

**AIRSPACE:** CLASS E svc Mon-Fri 1200-0430Z†, Sat 1200-2000Z†, Sun 1600-0430Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

(L) VOR/DME 108.8 HSI Chan 25 N40°36.27' W98°25.78' at fld. 1950/7E. HIWAS.

PROSSER NDB (HW) 338 PSS N40°41.18' W98°28.65' 148° 5.4 NM to fld. Unmonitored.

**HAY SPRINGS MUNI** (4V6) 0 SW UTC-7(-6DT) N42°40.93' W102°42.07'

CHEYENNE

3831 B FUEL 100LL NOTAM FILE OLU

RWY 11-29: 2750X300 (TURF) MIRL

RWY 11: P-line. RWY 29: Thld displcd 100'. Pole.

**AIRPORT REMARKS:** Unattended. Rwy 11-29 marked with yellow cones around lgts. Rwy 11-29 MIRL OTS indef. For MIRL Rwy 11-29 and rotating bcn, key 121.9.**COMMUNICATIONS:** CTAF 122.9**HAYES CENTER** N40°27.24' W100°55.42' NOTAM FILE OLU.

OMAHA

(H) VORTAC 117.7 HCT Chan 124 123° 21.3 NM to McCook Rgnl. 3010/11E.

H-5B, L-10G

RCO 122.1R 117.7T (COLUMBUS RADIO)

**HEBRON MUNI** (HJH) 1 S UTC-6(-5DT) N40°09.14' W97°35.22'

OMAHA

1466 B FUEL 100LL NOTAM FILE HJH

L-10I

RWY 12-30: H3600X60 (CONC) S-30 MIRL IAP

RWY 12: REIL. PAPI(P2L)—GA 3.9° TCH 52'. Tree.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Highway.

RWY 03-21: 2532X150 (TURF) 0.6% up SW

RWY 03: Highway. RWY 21: Highway.

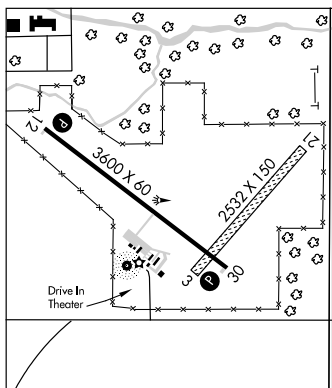
**AIRPORT REMARKS:** Unattended. For fuel call 402-768-7155. Rwy 03-21 marked with reflectors and yellow cones. ACTIVATE MIRL Rwy 12-30 PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.525 (402) 768-2501.**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 126.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38' W98°15.60' 046° 37.3 NM to fld. 1880/10E.

NDB (MHW) 323 HJH N40°09.02' W97°35.27' at fld. NOTAM FILE HJH.

**HOLDREGE** N40°26.89' W99°20.45' NOTAM FILE HDE.

OMAHA

NDB (MHW) 396 HDE at Brewster Fld. L-10H

# GPS RWY 12

HEBRON MUNI (HJH)

APP CRS  
**122°**

Rwy Idg **3600**  
TDZE **1465**  
Apt Elev **1468**



Use Beatrice altimeter setting.

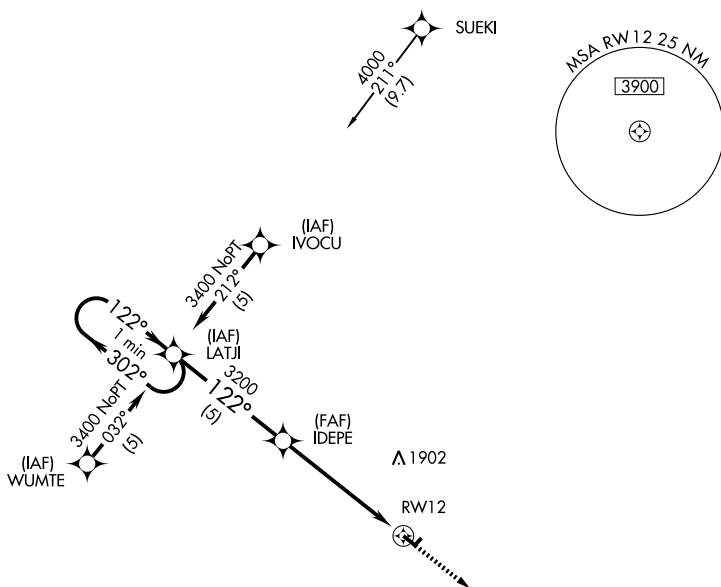
▲ NA

MISSED APPROACH: Climb to 3400 direct AMIFA WP and hold.

AWOS-3  
**118.525**

MINNEAPOLIS CENTER  
**126.4 317.7**

CTAF  
**122.9**

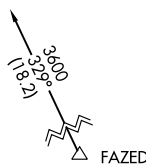
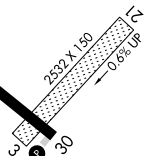


ELEV 1468

▲ 2837

122° to  
RW12

TDZE  
1465



One Minute  
Holding Pattern

LATJI

3400 ← 302°  
122° → 3400

IDEPE

3200

3400

AMIFA



CATEGORY	A	B	C	D
S-12	2080-1	615 (700-1)	NA	NA
CIRCLING	2100-1	632 (700-1)	NA	NA

MIRL Rwy 12-30  
REIL Rwy 12 and 30



# GPS RWY 30

HEBRON MUNI (HJH)

APP CRS  
**302°**

Rwy Idg **3600**  
TDZE **1466**  
Apt Elev **1468**



Use Beatrice altimeter setting.

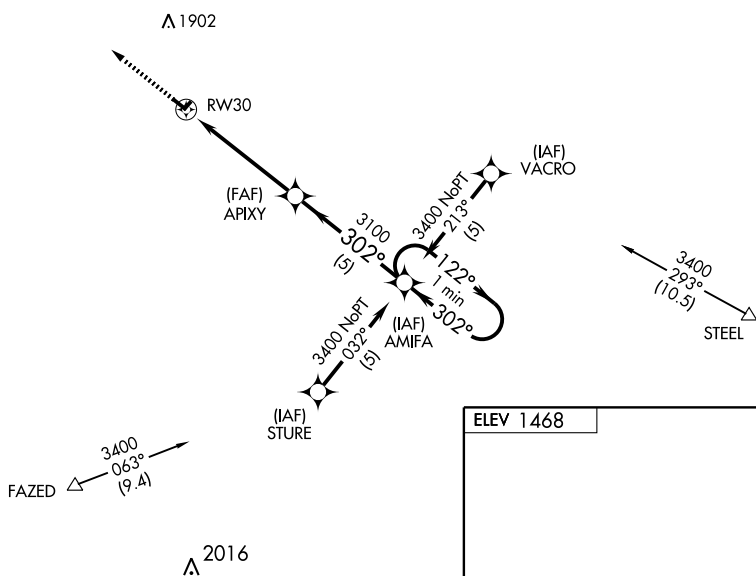
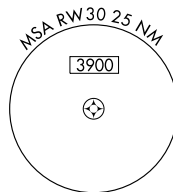
▲ NA

MISSED APPROACH: Climb to 3400 direct LATJI WP and hold.

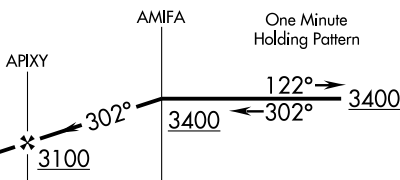
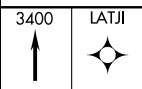
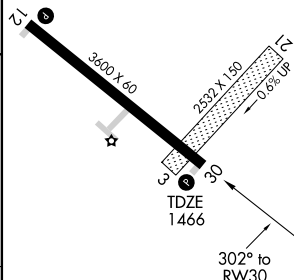
AWOS-3  
**118.525**

MINNEAPOLIS CENTER  
**126.4 317.7**

CTAF  
**122.9**



ELEV 1468



CATEGORY	A	B	C	D
S-30	2060-1	594 (600-1)	NA	
CIRCLING	2100-1	632 (700-1)	NA	

MIRL Rwy 12-30  
REIL Rwy 12 and 30

NDB HJH  
323

APP CRS  
128°

Rwy Idg	<b>3600</b>
TDZE	<b>1465</b>
Apt Elev	<b>1468</b>

NDB RWY 12  
HEBRON MUNI (HJH)



Use Beatrice altimeter setting.

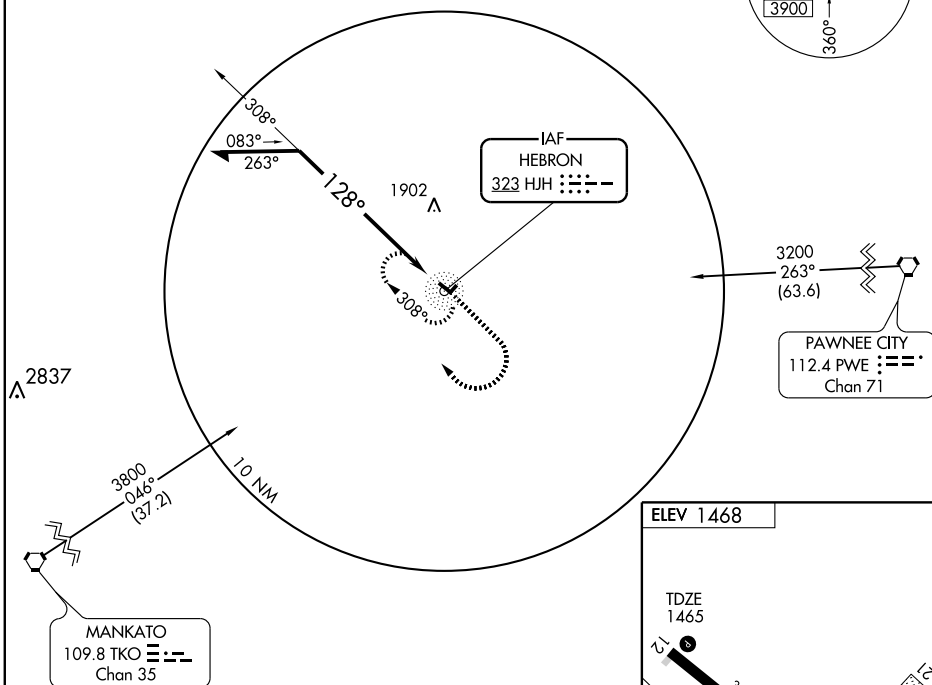
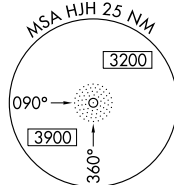


**MISSED APPROACH:** Climb to 3200 then right turn direct HJH NDB and hold.

AWOS-3  
**118.525**

MINNEAPOLIS CENTER  
126.4 317.7

CTAF  
122.9 **L**



Remain  
within 10 NM

3200

NDB

3200



HJH



ELEV 1468

TDZE  
1465

128° to  
HJH NDB

MIRL Rwy 12-30 **L**  
REIL Rwy 12 and 30 **L**

CATEGORY	A	B	C	D
S-12	2200-1	735 (800-1)		NA
CIRCLING	2200-1	732 (800-1)		NA

HEBRON, NEBRASKA  
Amdt 4 09071

40°09'N-97°35'W

HEBRON MUNI (HJH)  
NDB RWY 12

NC-2. 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

**HOLDREGE****BREWSTER FLD** (HDE) 2 NE UTC-6(-5DT) N40°27.13' W99°20.19'

2313 B S4 FUEL 100LL TPA-3313(1000) NOTAM FILE HDE

RWY 18-36: H4701X75 (ASPH-CONC) S-30 MIRL

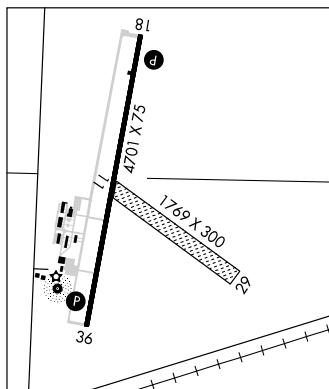
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

RWY 11-29: 1769X300 (TURF) 0.3% SE

RWY 11: P-lines. RWY 29: Railroad.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 308-991-3760. For svc after hrs call 308-991-3760. 24 hr self svc fuel avbl via credit card system. Rwy 18-36 south 3100' and center 50' asph. Extensive crop spraying ops invof arpt Apr-Aug. Ultralight activity invof arpt. Waterfowl invof arpt. Rwy 11-29 not plowed winter months. Rwy 11-29; boundary cones on rwy ends. MIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.325 (308) 995-6433.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **DENVER CENTER APP/DEP CON** 132.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.**HASTINGS (L) VOR/DME** 108.8 HSI Chan 25 N40°36.27'W98°25.78' 251° 42.5 NM to fld. 1950/7E. **HIWAS.****KEARNEY (L) VORW** 111.2 EAR N40°43.54' W99°00.31' 213° 22.3 NM to fld. NOTAM FILE EAR.**HOLDREGE NDB (MHW)** 396 HDE N40°26.89' W99°20.45' at fld. NOTAM FILE HDE.**HOOKER CO** (See MULLEN)**HYANNIS****GRANT COUNTY** (1V2) 1 NW UTC-6(-5DT) N42°00.57' W101°46.16'

3710 B FUEL 100LL TPA-4510(800) NOTAM FILE OLU

RWY 17-35: H3975X50 (ASPH) MIRL

RWY 17: Thld displcd 375'. Road. RWY 35: Thld displcd 675'. Pole.

**AIRPORT REMARKS:** Unattended. For fuel call 308-458-2237. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AIA.**ALLIANCE (L) VORW/DME** 111.8 AIA Chan 55 N42°03.34' W102°48.27' 082° 46.4 NM to fld. 3927/11E.**CHEYENNE**

L-12G

**IMPERIAL MUNI** (IML) 1 SE UTC-7(-6DT) N40°30.62' W101°37.21'

3275 B NOTAM FILE IML

RWY 13-31: H5022X100 (CONC) S-21 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 42'. Road.

RWY 31: PAPI(P2L)—GA 3.0° TCH 42'. Fence.

RWY 03-21: 2756X280 (TURF)

RWY 03: Fence. RWY 21: Road.

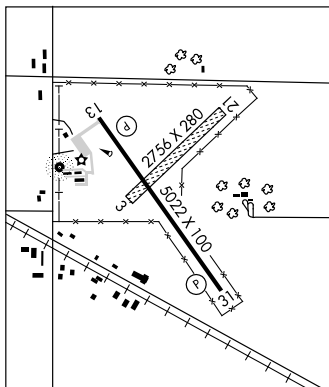
**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z†. Extensive crop spraying ops invof arpt Apr-Aug. Birds invof arpt-seasonal. Rwy 03-21 not plowed during winter months. Rwy 03-21 marked with panels and old lighting cones. ACTIVATE MIRL Rwy 13-31—CTAF.

**WEATHER DATA SOURCES:** ASOS 124.175 (308) 882-5186.**COMMUNICATIONS:** CTAF/UNICOM 122.8**DENVER CENTER APP/DEP CON** 132.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.**HAYES CENTER (H) VORTAC** 117.7 HCT Chan 124 N40°27.24'

W100°55.42' 265° 32.1 NM to fld. 3010/11E.

**NDB (MHW)** 283 IML N40°30.69' W101°37.65' at fld.

NOTAM FILE IML.

**CHEYENNE**

H-5B, L-10G

IAP

**JIM KELLY FLD** (See LEXINGTON)**JONES** (See BENKELMAN)

NDB HDE <b>396</b>	APP CRS <b>187°</b>	Rwy Idg TDZE Apt Elev	<b>4701</b> <b>2309</b> <b>2310</b>
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**NDB RWY 18**

HOLDREGE/BREWSTER FIELD (HDE)

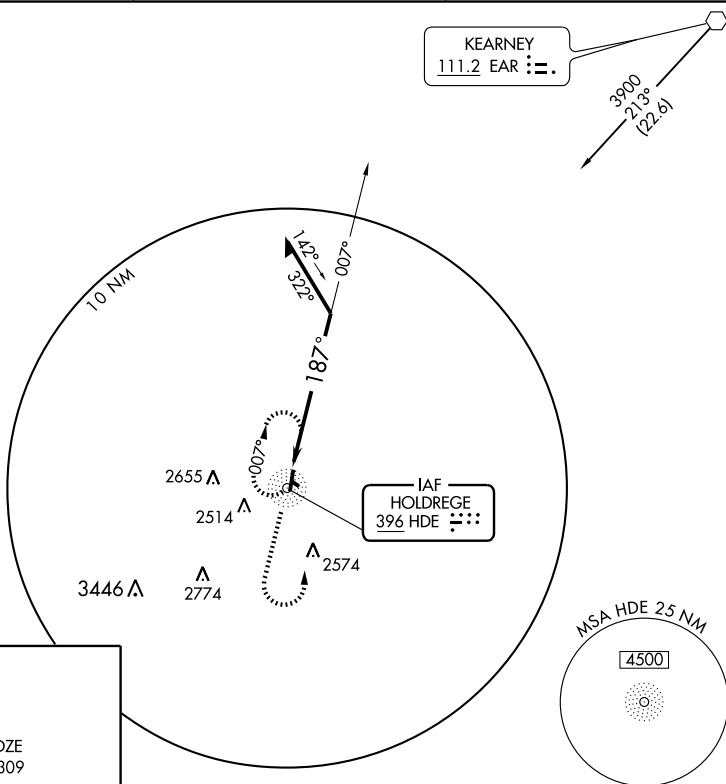


MISSED APPROACH: Climb to 3000 then climbing left turn to 3900 direct HDE NDB and hold.

AWOS-3  
**121.325**

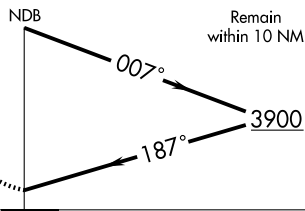
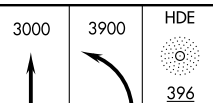
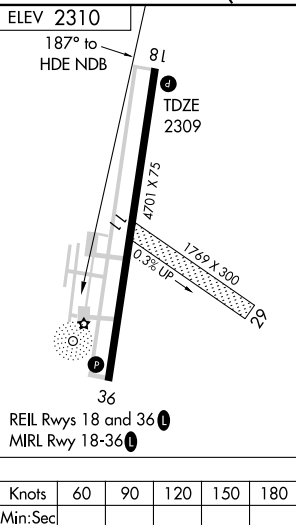
DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



KEARNEY  
111.2 EAR **11.2**

3900  
21.3°  
(22.6)



CATEGORY	A	B	C	D
S-18	2800-1	491 (500-1)	2800-1¼ 491 (500-1¼)	2800-1½ 491 (500-1½)
CIRCLING	2840-1	530 (600-1)	2840-1½ 530 (600-1½)	2880-2 570 (600-2)

HOLDREGE, NEBRASKA

Amdt 7A 08101

HOLDREGE/BREWSTER FIELD (HDE)

40°27'N-99°20'W

**NDB RWY 18**

WAAS CH <b>73002</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>4701</b> <b>2309</b> <b>2313</b>
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# RNAV (GPS) RWY 18

HOLDREGE/BREWSTER FIELD (HDE)

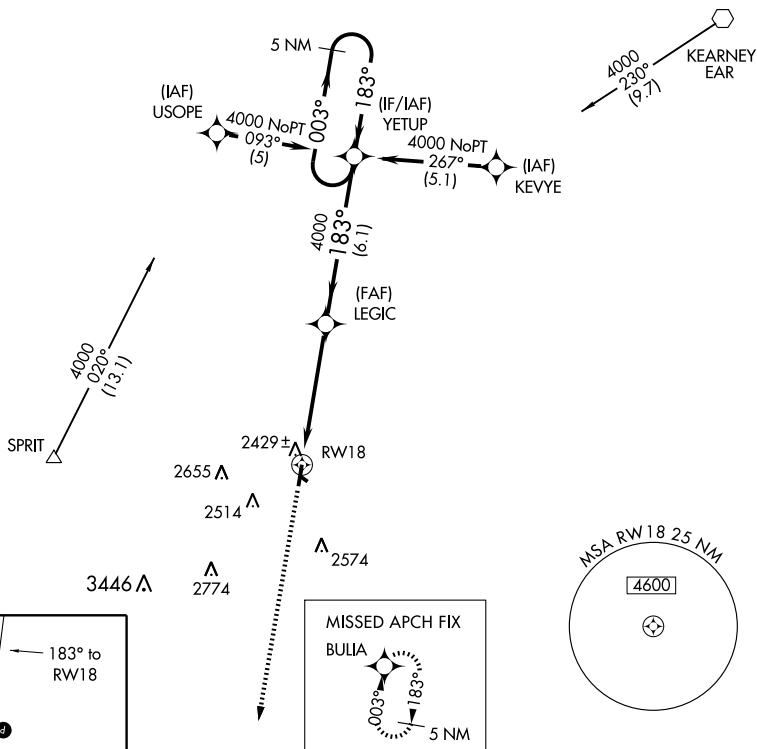
▼ If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA.  
▲ VDP NA when using Kearney altimeter setting.

MISSED APPROACH: Climb to 3900 direct BULIA and hold.

AWOS-3  
**121.325**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



ELEV **2313**

TDZE  
**2309**

81

183° to RWY 18

4701 X 75

1769 X 300

0.3% UP

36

MIRL Rwy 18-36 **0**  
REIL Rws 18 and 36 **0**

3900	BULIA	LEGIC	YETUP	5 NM Holding Pattern
* LNAV only	* 1.1 NM to RWY 18	183°	003°	4000
1.1	4.0 NM	6.1 NM		GS 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2680-1 371 (400-1)			2680-1 371 (400-1 1/4)
CIRCLING	2840-1	527 (600-1)	2840-1 1/2 527 (600-1 1/2)	2880-2 567 (600-2)

WAAS CH <b>69301</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>4701</b> <b>2309</b> <b>2313</b>
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# RNAV (GPS) RWY 36

HOLDREGE/BREWSTER FIELD (HDE)

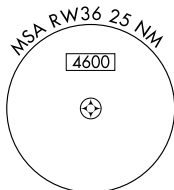
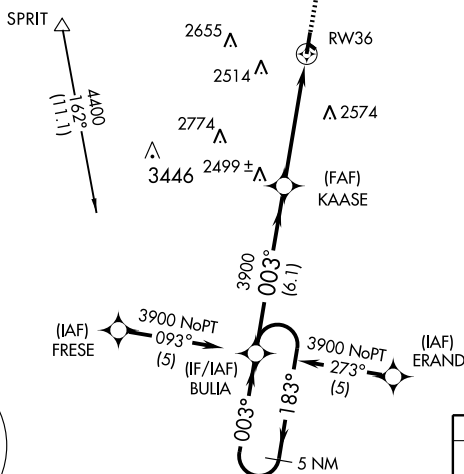
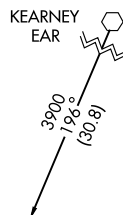
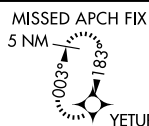
**▽** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Kearney altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct YETUP and hold.

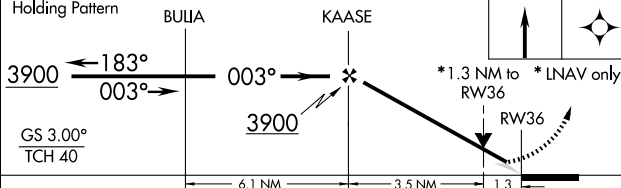
AWOS-3  
**121.325**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF)**

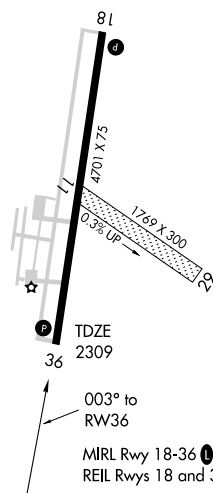


5 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2760-1	451 (500-1)	2760-1½ 451 (500-1½)	2760-1½ 451 (500-1½)
CIRCLING	2840-1	527 (600-1)	2840-1½ 527 (600-1½)	2880-2 567 (600-2)

ELEV 2313



VOR EAR <b>111.2</b>	APP CRS <b>212°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>2313</b>
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**VOR/DME-A**

HOLDREGE/BREWSTER FIELD (HDE)

**▼** If local altimeter setting not received, use Kearney altimeter setting and increase all MDAs 80 feet. Simultaneous reception of I-**EAR** DME and **EAR** VOR required.

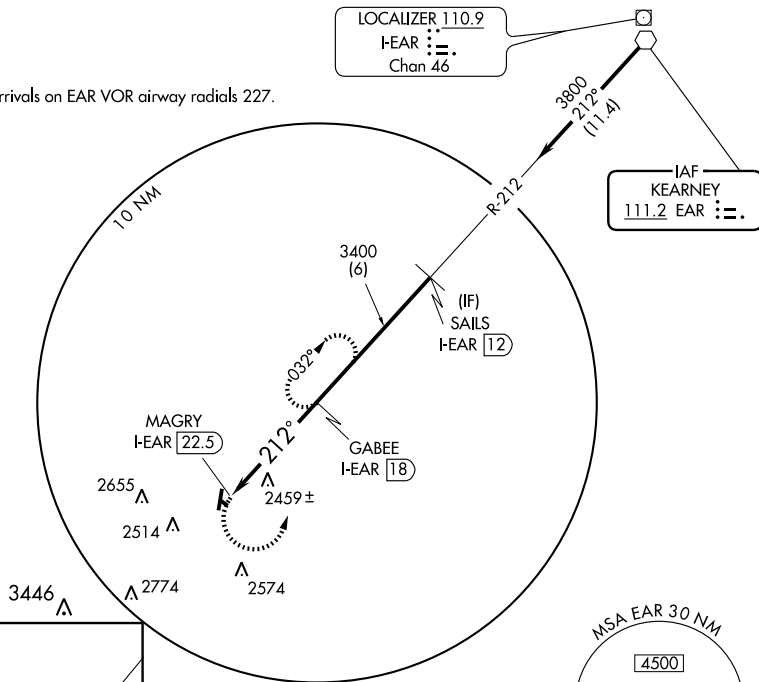
**MISSED APPROACH:** Climbing left turn to 3900 via **EAR** VOR R-212 to **GABEE** I-**EAR** 18 DME and hold.

AWOS-3  
**121.325**

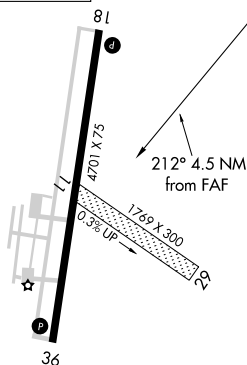
DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF)**

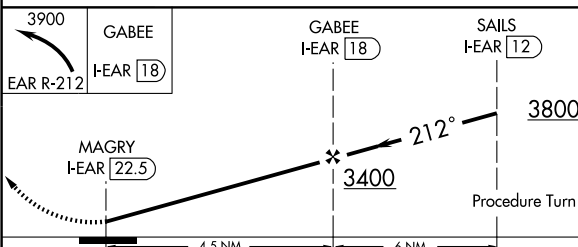
Procedure NA for arrivals on **EAR** VOR airway radials 227.



ELEV 2313



REIL Rwy 18 and 36  
MIRL Rwy 18-36



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	3100-1 787 (800-1)	3100-1¼ 787 (800-1¼)	3100-2¼ 787 (800-2¼)	3100-2½ 787 (800-2½)

**HOLDREGE****BREWSTER FLD** (HDE) 2 NE UTC-6(-5DT) N40°27.13' W99°20.19'

OMAHA

2313 B S4 FUEL 100LL TPA-3313(1000) NOTAM FILE HDE

L-10H

RWY 18-36: H4701X75 (ASPH-CONC) S-30 MIRL

IAP

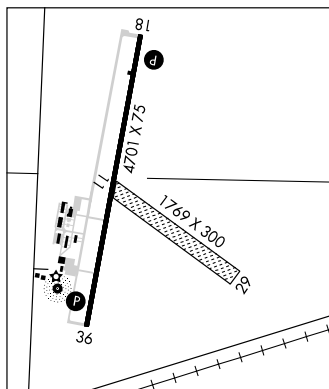
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

RWY 11-29: 1769X300 (TURF) 0.3% SE

RWY 11: P-lines. RWY 29: Railroad.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z $\pm$ . For attendant after hrs call 308-991-3760. For svc after hrs call 308-991-3760. 24 hr self svc fuel avbl via credit card system. Rwy 18-36 south 3100' and center 50' asph. Extensive crop spraying ops invof arpt Apr-Aug. Ultralight activity invof arpt. Waterfowl invof arpt. Rwy 11-29 not plowed winter months. Rwy 11-29; boundary cones on rwy ends. MIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.325 (308) 995-6433.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **DENVER CENTER APP/DEP CON** 132.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.**HASTINGS (L) VOR/DME** 108.8 HSI Chan 25 N40°36.27'W98°25.78' 251° 42.5 NM to fld. 1950/7E. **HIWAS.****KEARNEY (L) VORW** 111.2 EAR N40°43.54' W99°00.31' 213° 22.3 NM to fld. NOTAM FILE EAR.**HOLDREGE NDB (MHW)** 396 HDE N40°26.89' W99°20.45' at fld. NOTAM FILE HDE.**HOOKER CO** (See MULLEN)**HYANNIS****GRANT COUNTY** (1V2) 1 NW UTC-6(-5DT) N42°00.57' W101°46.16'

CHEYENNE

3710 B FUEL 100LL TPA-4510(800) NOTAM FILE OLU

L-12G

RWY 17-35: H3975X50 (ASPH) MIRL

RWY 17: Thld displcd 375'. Road. RWY 35: Thld displcd 675'. Pole.

**AIRPORT REMARKS:** Unattended. For fuel call 308-458-2237. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE AIA.**ALLIANCE (L) VORW/DME** 111.8 AIA Chan 55 N42°03.34' W102°48.27' 082° 46.4 NM to fld. 3927/11E.**IMPERIAL MUNI** (IML) 1 SE UTC-7(-6DT) N40°30.62' W101°37.21'

CHEYENNE

3275 B NOTAM FILE IML

H-5B, L-10G

RWY 13-31: H5022X100 (CONC) S-21 MIRL

IAP

RWY 13: PAPI(P2L)—GA 3.0° TCH 42'. Road.

RWY 31: PAPI(P2L)—GA 3.0° TCH 42'. Fence.

RWY 03-21: 2756X280 (TURF)

RWY 03: Fence. RWY 21: Road.

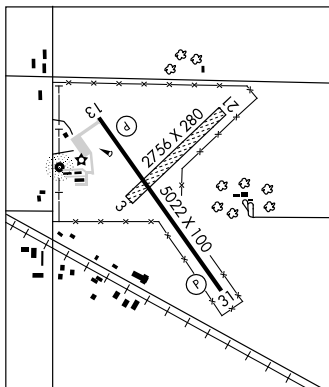
**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z $\pm$ . Extensive crop spraying ops invof arpt Apr-Aug. Birds invof arpt-seasonal. Rwy 03-21 not plowed during winter months. Rwy 03-21 marked with panels and old lighting cones. ACTIVATE MIRL Rwy 13-31—CTAF.

**WEATHER DATA SOURCES:** ASOS 124.175 (308) 882-5186.**COMMUNICATIONS:** CTAF/UNICOM 122.8**DENVER CENTER APP/DEP CON** 132.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.**HAYES CENTER (H) VORTAC** 117.7 HCT Chan 124 N40°27.24'

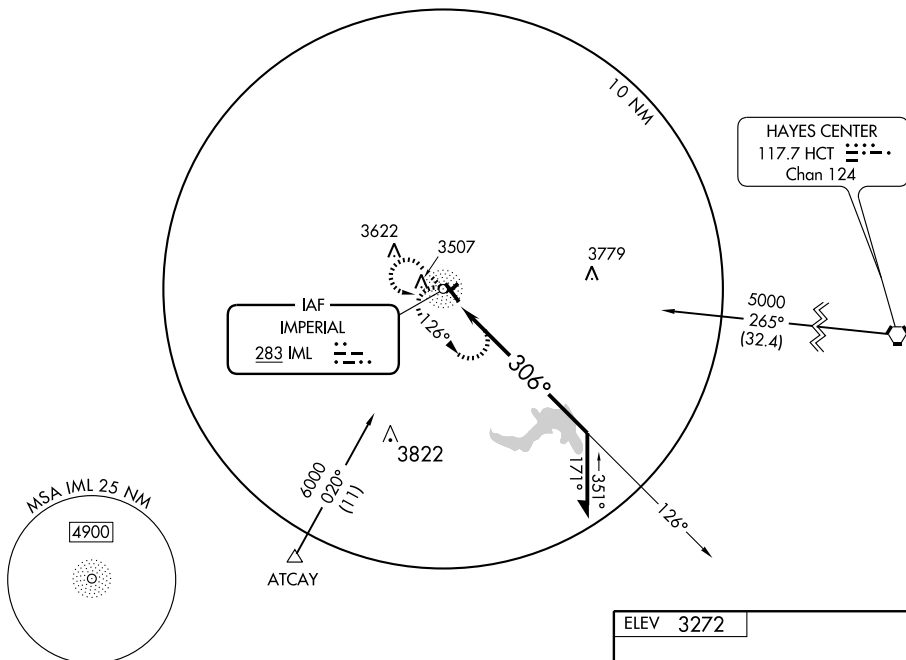
W100°55.42' 265° 32.1 NM to fld. 3010/11E.

**NDB (MHW)** 283 IML N40°30.69' W101°37.65' at fld.

NOTAM FILE IML.

**JIM KELLY FLD** (See LEXINGTON)**JONES** (See BENKELMAN)



NDB IML  
**283**APP CRS  
**306°**Rwy Idg  
TDZE  
Apt Elev  
**5022**  
**3272**  
**3272****NDB RWY 31**  
IMPERIAL MUNI (IML)If local altimeter setting not received,  
use Ogallala altimeter setting.MISSED APPROACH: Climb to 5000 then left turn direct  
IML NDB and hold.ASOS  
**124.175**DENVER CENTER  
**132.7 397.85**UNICOM  
**122.8 (CTAF) 0**

5000



IML

283

NDB

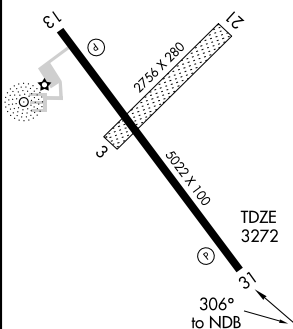
Remain  
within 10 NM

5000

126°

306°

ELEV 3272



CATEGORY	A	B	C	D
S-31	3900-1	628 (700-1)	NA	
CIRCLING	3900-1	628 (700-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-31	4000-1	728 (800-1)	NA	
CIRCLING	4000-1	728 (700-1)	NA	

WAAS CH <b>66003</b> <b>W13A</b>	APP CRS <b>135°</b>	Rwy Idg <b>5022</b> TDZE <b>3273</b> Apt Elev <b>3275</b>
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# RNAV (GPS) RWY 13

IMPERIAL MUNI (IML)

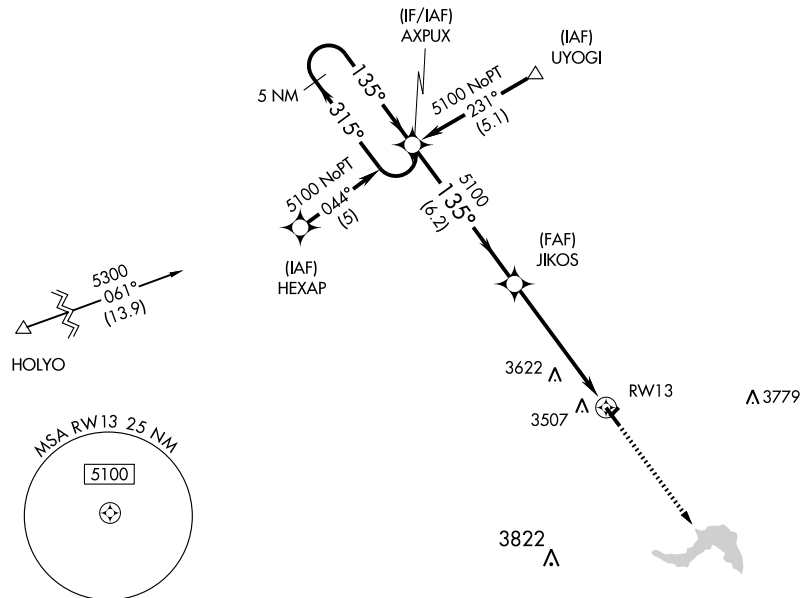
**T** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP and BARO-VNAV NA when using Ogallala altimeter setting.

**MISSED APPROACH:**  
Climb to 5000 direct  
AQIMU and hold.

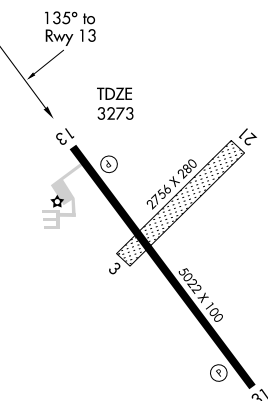
ASOS  
**124.175**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



ELEV **3275**



MIRL Rwy 13-31 **0**

5 NM Holding Pattern				
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>5100 ← 315°</p> <p>→ 135°</p> <p>GS 3.00°</p> <p>TCH 41</p> </div> <div style="text-align: center;"> <p>AXPUX</p> <p>JIKOS</p> <p>5100</p> </div> <div style="text-align: center;"> <p>* 1.6 NM to RW13</p> <p>* LNAV only.</p> <p>RW13</p> </div> </div>				
<div style="display: flex; justify-content: space-around;"> <span>6.2 NM</span> <span>3.9 NM</span> <span>1.6 NM</span> </div>				
CATEGORY	A	B	C	D
LPV DA	3548-1	275 (300-1)		NA
LNAV/VNAV DA	3752-1 3/4	479 (500-1 3/4)		NA
LNAV MDA	3820-1	547 (600-1)		NA
CIRCLING	3860-1	585 (600-1)		NA

WAAS CH <b>72903</b> <b>W31A</b>	APP CRS <b>315°</b>	Rwy Idg <b>5022</b> TDZE <b>3270</b> Apt Elev <b>3275</b>
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# RNAV (GPS) RWY 31

IMPERIAL MUNI (IML)

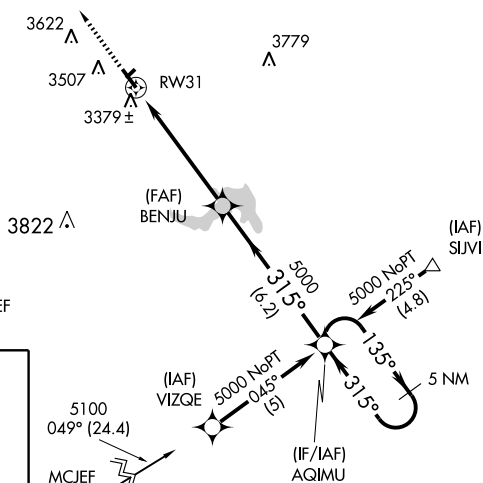
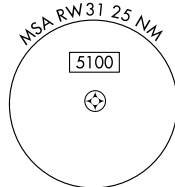
**▼** BARO-VNAV NA when using Ogallala altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP NA when using Ogallala altimeter setting.

**MISSED APPROACH:**  
Climb to 5100 direct  
AXPUX and hold.

ASOS  
**124.175**

DENVER CENTER  
**132.7 397.85**

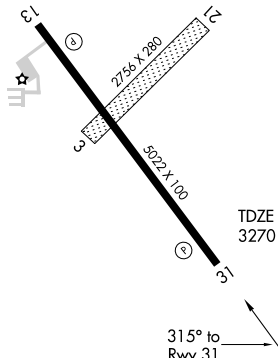
UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at MCJEF  
via V220 westbound.

Procedure NA  
for arrivals at SIJVI  
via V8 eastbound.

ELEV 3275



MRL Rwy 13-31 0

5100 ↑ AXPUX		5 NM Holding Pattern		
* LNAV only.		* 1.1 NM to RWY 31		
RWY 31		BENJU		
1.1 NM		4.1 NM		
315°		315°		
5000		5000		
135°		135°		
5000		5000		
GS 3.00°		TCH 41		
CATEGORY	A	B	C	D
LPV DA	3520-1	250 (300-1)	NA	NA
LNAV/VNAV DA	3649-1 1/4	379 (400-1 1/4)	NA	NA
LNAV MDA	3640-1	370 (400-1)	NA	NA
CIRCLING	3860-1	585 (600-1)	NA	NA



## KARL STEFAN MEM (See NORFOLK)

KEARNEY RGNL (EAR) 4 NE UTC-6(-5DT) N40°43.62' W99°00.41'

2131 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE EAR

RWY 18-36: H7094X150 (ASPH) S-48, D-73, 2S-93 HIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 45'. Building.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 13-31: H4498X75 (CONC) S-30, D-38 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 43'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 44'.

**AIRPORT REMARKS:** Attended 1200-0200Z±. Arpt CLOSED to air carrier ops with more than 30 passenger seats. Use caution when taxiing on apron due to several clsd areas. HIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 13-31, VASI Rwy 18, PAPI Rwy 13, Rwy 31 and Rwy 36, REIL Rwy 18 and MALSR Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.875 (308) 237-5608.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.55 (COLUMBUS RADIO)

⑧ MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

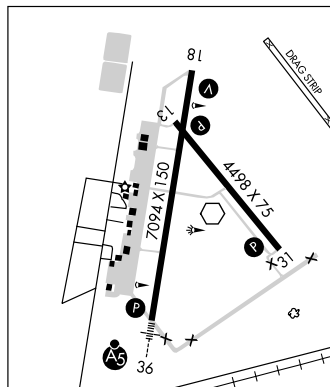
W98°25.78' 279° 27.4 NM to fld. 1950/7E. HIWAS.

(L) VORW 111.2 EAR N40°43.54' W99°00.31' at fld.

NOTAM FILE EAR.

ANOKE NDB (LOM) 422 EA N40°37.57' W99°01.54' 359° 6.1 NM to fld. Unmonitored.

ILS/DME 110.9 I-EAR Chan 46 Rwy 36 Class IE. LOM ANOKE NDB. GS and LOM unmonitored. ILS unmonitored.



KIMBALL MUNI/ROBERT E ARRAJ FLD (IBM) 3 S UTC-7(-6DT) N41°11.28' W103°40.64'

4926 B FUEL 100LL, JET A NOTAM FILE IBM

RWY 10-28: H6199X75 (CONC) S-30, D-45 MIRL 0.4% up W

RWY 10: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 28: PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Sat 1500-0100Z±. After hrs call arpt manager 308-235-8786 or 308-235-2654. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

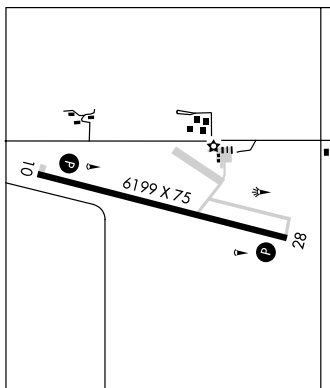
**WEATHER DATA SOURCES:** AWOS-3 118.075 (308) 235-2516.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 125.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 267° 32.0 NM to fld. 4300/13E. HIWAS.



LEE BIRD N41°07.63' W100°41.39'

RCO 122.5 (COLUMBUS RADIO)

OMAHA

H-5B, L-10H

IAP, AD

OMAHA

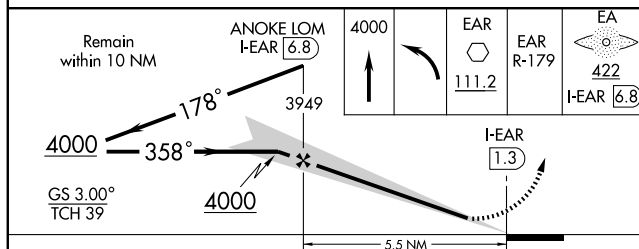
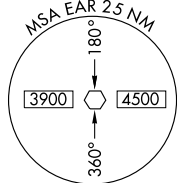
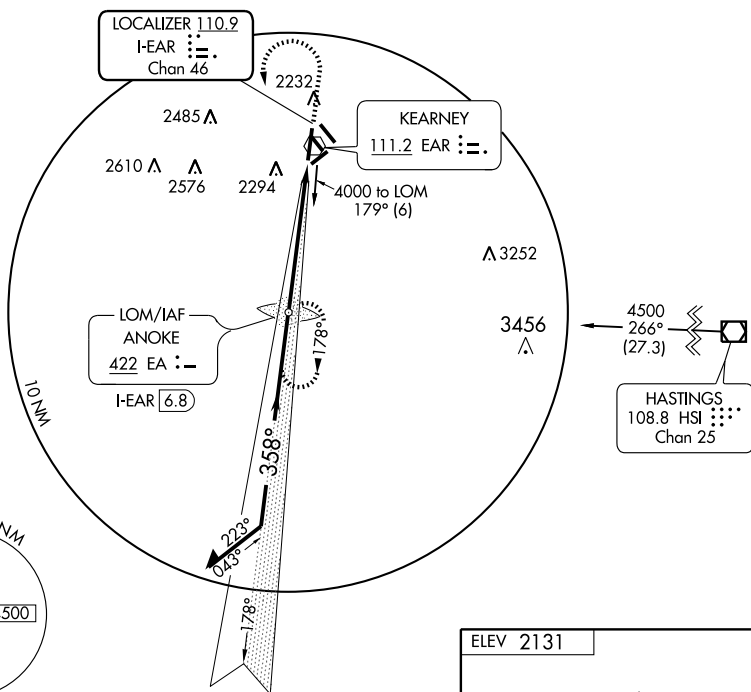
H-5B, L-10H

LOC/DME I- <b>EAR</b> <b>110.9</b> Chan <b>46</b>	APP CRS <b>358°</b>	Rwy ldg TDZE Apt Elev	<b>7094</b> <b>2131</b> <b>2131</b>
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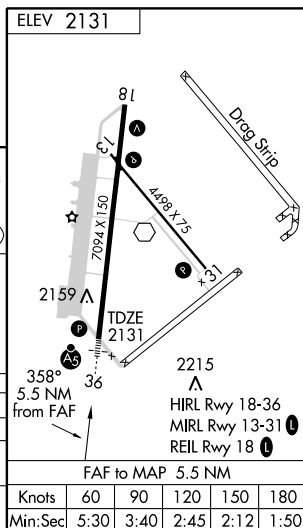
# ILS RWY 36

KEARNEY RGNL (EAR)

NA	MALSR	MISSED APPROACH: Climb to 4000 then left turn direct EAR VOR, then via EAR R-179 to ANOKE LOM/INT/I- <b>EAR</b> 6.8 DME and hold.
AWOS-3 <b>123.875</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>123.0 (CTAF) 0</b>



CATEGORY	A	B	C	D
S-ILS 36	2331-1/2	200 (200-1/2)		
S-LOC 36	2540-1/2	409 (500-1/2)	2540-3/4	409 (500-3/4)
CIRCLING	2600-1	469 (500-1)	2600-1/2	2700-2
			469 (500-1/2)	569 (600-2)



LOM ANOKE	APP CRS	Rwy Idg	<b>7094</b>
<b><u>422</u></b> EA	<b>358°</b>	TDZE	<b>2131</b>
		Apt Elev	<b>2131</b>

NDB RWY 36  
KEARNEY RGNL (EAR)

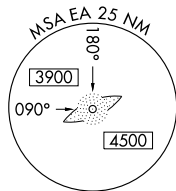
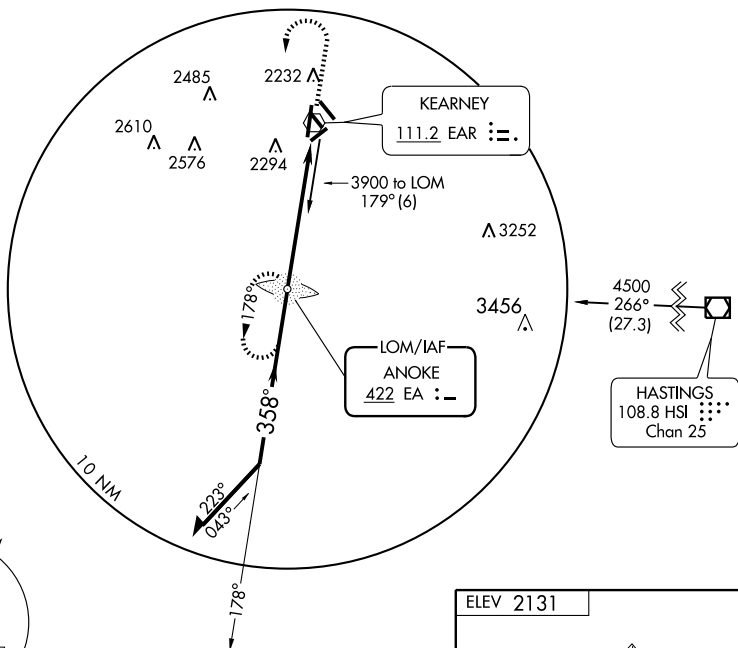


**MISSED APPROACH:** Climb to 3900 then left turn direct EA LOM and hold.

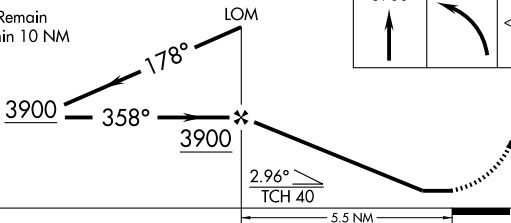
AWOS-3  
123.875

MINNEAPOLIS CENTER  
119.4 278.8

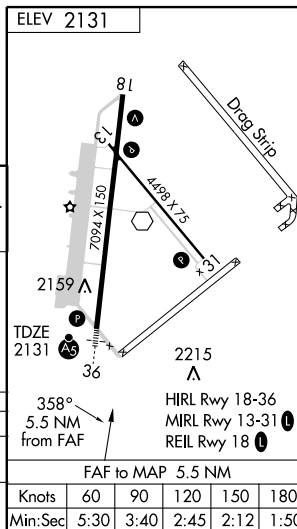
UNICOM  
123.0 (CTAF) **L**



Remain  
within 10 NM



CATEGORY	A	B	C	D	5.5 NM from FAF					
S-36	2600-¾		469 (500-¾)	2600-1¼ 469 (500-1¼)	MIRL Rwy 13-31 REIL Rwy 18					
					FAF to MAP 5.5 NM					
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)	Knots	60	90	120	150	180
					Min:Sec	5:30	3:40	2:45	2:12	1:50



WAAS CH <b>86213</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg TDZE <b>2131</b> Apt Elev <b>2131</b>	<b>7094</b>
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# RNAV (GPS) RWY 18

KEARNEY RGNL (E.A.R.)

▼ Baro-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Brewster Field altimeter setting.

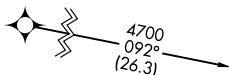
MISSED APPROACH: Climb to 4700 direct BELON and hold.

AWOS-3  
**123.875**

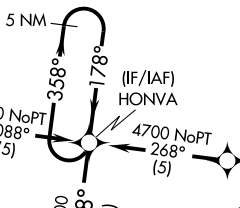
MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**123.0 (CTAF) 1**

YOZLE



Procedure NA for arrivals  
at YOZLE  
via V219 southwest bound.

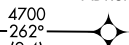


(IF/IAF)  
HONVA

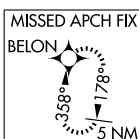
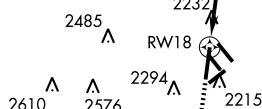
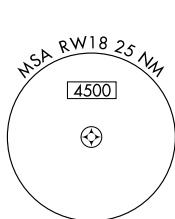
4700 NoPT  
268° (5)

(IAF)  
JIBLU

ADRUM



Procedure NA for arrivals  
at ADRUM  
via V8 eastbound.



3252

4700

BELON

HONVA

5 NM  
Holding Pattern

\*1.3 NM to  
RWY 18

\*LNAV only

1.3 NM

4.3 NM

6.1 NM

1.3 NM

4.3 NM

6.1 NM

1.3 NM

4.3 NM

6.1 NM

1.3 NM

4.3 NM

6.1 NM

1.3 NM

4.3 NM

6.1 NM

1.3 NM

4.3 NM

6.1 NM

CATEGORY

A

B

C

D

LPV DA

2470-1¼

339 (400-1¼)

LNAV/VNAV DA

2520-1½

389 (400-1½)

LNAV MDA

2600-1

469 (500-1)

CIRCLING

2600-1½

469 (500-1½)

2600-1

469 (500-1)

2600-1½

469 (500-1½)

2600-1

469 (500-1)

2600-1½

469 (500-1½)

2600-1

469 (500-1)

2600-1½

469 (500-1½)

2600-1

469 (500-1)

ELEV 2131

TDZE 2131

81

178° to  
RWY 18

7094 X 150

4498 X 75

2159

36

2215

36

2215

36

2215

36

2215

36

2215

36

2215

36

2215

36

2215

36

2215

36

2215

36



WAAS CH <b>90113</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg <b>7094</b> TDZE <b>2131</b> Apt Elev <b>2131</b>
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RNAV (GPS) RWY 36  
KEARNEY RGNL (EAR)

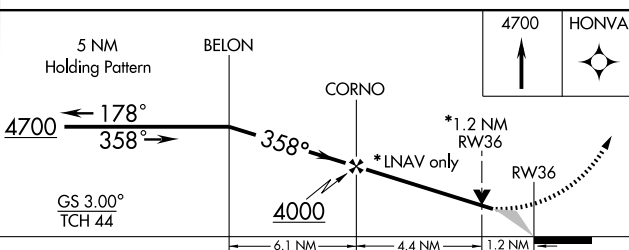
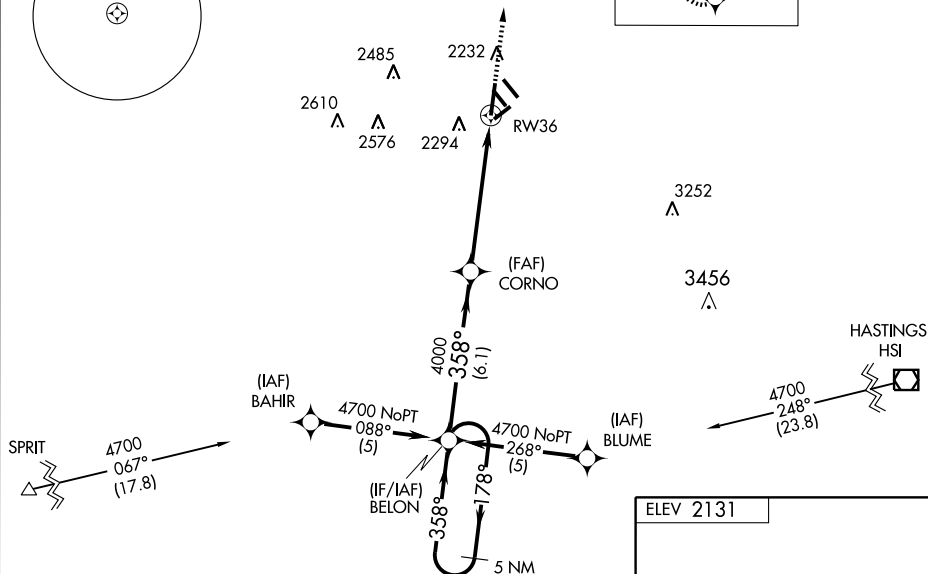
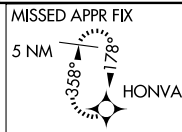
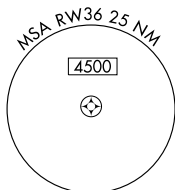
KEARNEY RGNL (EAR)

**T** BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO VNAV and VDP NA when using Brewster Field altimeter setting. For inoperative MALS/R, increase LPV visibility all Cats to 1 mile, increase LNAV Cat D visibility to 1½ mile.

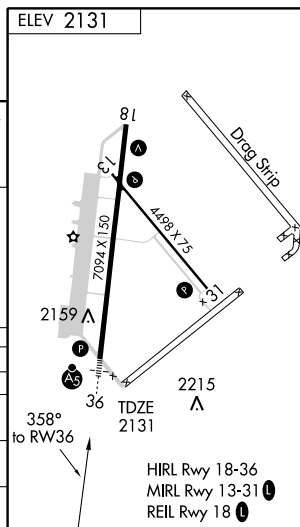


**MISSED APPROACH:** Climb to 4700 direct HONVA and hold.

AWOS-3 <b>123.875</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>123.0</b> (CTAF) <b>U</b>
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CATEGORY	A	B	C	D
LPV DA	2390-½ 259 (300-½)			
RNAV/DA	2580-1 449 (500-1)			
RNAV MDA	2540-½ 409 (500-½)	2540-¾ 409 (500-¾)	2540-1 409 (500-1)	
CIRCLING	2600-1½ 469 (500-1½)			2700-2 569 (600-2)



VOR EAR <b>111.2</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev	<b>4497</b> <b>2130</b> <b>2131</b>
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# VOR RWY 13

KEARNEY RGNL (EAR)

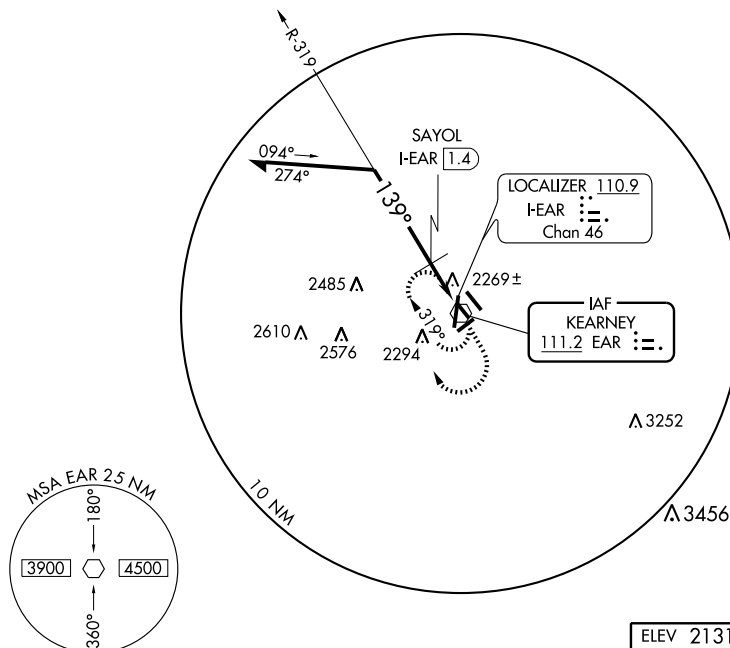


MISSED APPROACH: Climb to 3000 then climbing right turn to 3900 direct EAR VOR and hold.

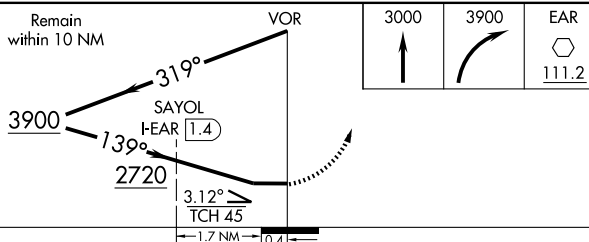
AWOS-3  
**123.875**

MINNEAPOLIS CENTER  
**119.4 278.8**

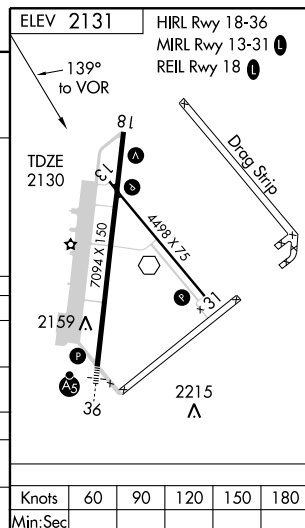
UNICOM  
**123.0** (CTAF) **0**



Remain within 10 NM



CATEGORY	A	B	C	D
S-13	2720-1	590 (600-1)	2720-1½ 590 (600-1½)	2720-1¾ 590 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
SAYOL FIX MINIMUMS				
S-13	2520-1	390 (400-1)	2520-1½ 390 (400-1½)	2520-1¾ 390 (400-1¾)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)





VOR EAR **111.2**  
APP CRS **007°**  
Rwy Idg **7094**  
TDZE **2131**  
Apt Elev **2131**

**VOR RWY 36**  
KEARNEY RGNL (EAR)

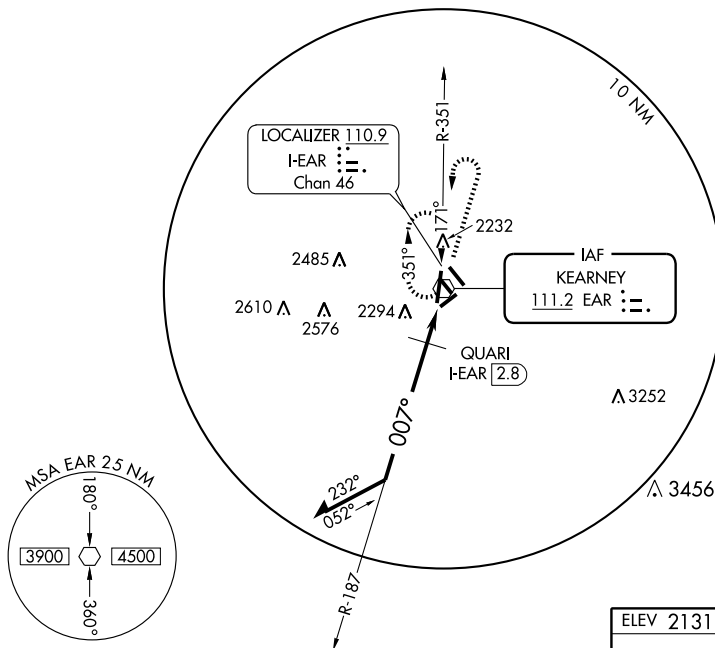


MISSED APPROACH: Climb to 3800 then left turn  
direct EAR VOR and hold.

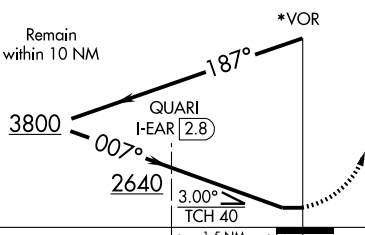
AWOS-3  
**123.875**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**123.0 (CTAF) 0**



Remain  
within 10 NM



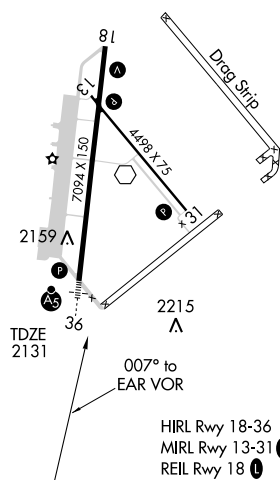
3800

EAR  
111.2

\*Maximum procedure turn  
entry altitude 6000.

CATEGORY	A	B	C	D
S-36	2640-1/2	509 (600-1/2)	2640-1	509 (600-1)
CIRCLING	2640-1	509 (600-1)	2640-1/2 509 (600-1/2)	2700-2 569 (600-2)
QUARI FIX MINIMUMS				
S-36	2560-1/2	429 (500-1/2)	2560-3/4 429 (500-3/4)	2560-1 429 (500-1)
CIRCLING	2600-1	469 (500-1)	2600-1/2 469 (500-1/2)	2700-2 569 (600-2)

ELEV 2131



## KARL STEFAN MEM (See NORFOLK)

KEARNEY RGNL (EAR) 4 NE UTC-6(-5DT) N40°43.62' W99°00.41'

2131 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE EAR

RWY 18-36: H7094X150 (ASPH) S-48, D-73, 2S-93 HIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 45'. Building.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 13-31: H4498X75 (CONC) S-30, D-38 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 43'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 44'.

**AIRPORT REMARKS:** Attended 1200-0200Z±. Arpt CLOSED to air carrier ops with more than 30 passenger seats. Use caution when taxiing on apron due to several clsd areas. HIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 13-31, VASI Rwy 18, PAPI Rwy 13, Rwy 31 and Rwy 36, REIL Rwy 18 and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.875 (308) 237-5608.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.55 (COLUMBUS RADIO)

⑧ MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.

HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

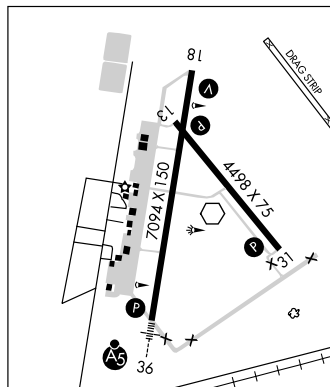
W98°25.78' 279° 27.4 NM to fld. 1950/7E. HIWAS.

(L) VORW 111.2 EAR N40°43.54' W99°00.31' at fld.

NOTAM FILE EAR.

ANOKA NDB (LOM) 422 EA N40°37.57' W99°01.54' 359° 6.1 NM to fld. Unmonitored.

ILS/DME 110.9 I-EAR Chan 46 Rwy 36 Class IE. LOM ANOKA NDB. GS and LOM unmonitored. ILS unmonitored.



KIMBALL MUNI/ROBERT E ARRAJ FLD (IBM) 3 S UTC-7(-6DT) N41°11.28' W103°40.64'

4926 B FUEL 100LL, JET A NOTAM FILE IBM

RWY 10-28: H6199X75 (CONC) S-30, D-45 MIRL 0.4% up W

RWY 10: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 28: PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Sat 1500-0100Z±. After hrs call arpt manager 308-235-8786 or 308-235-2654. ACTIVATE MIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (308) 235-2516.

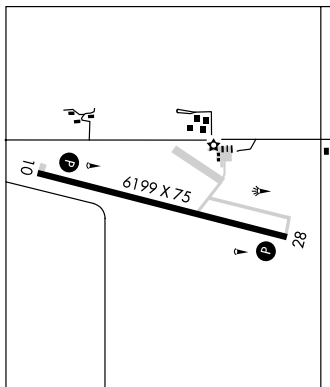
COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 125.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 267° 32.0 NM to fld. 4300/13E. HIWAS.



LEE BIRD N41°07.63' W100°41.39'

RCO 122.5 (COLUMBUS RADIO)

OMAHA

H-5B, L-10H

IAP, AD

OMAHA

H-5B, L-10H

APP CRS  
095°

Rwy Idg	<b>6199</b>
TDZE	<b>4926</b>
Apt Elev	<b>4926</b>

## RNAV (GPS) RWY 10

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

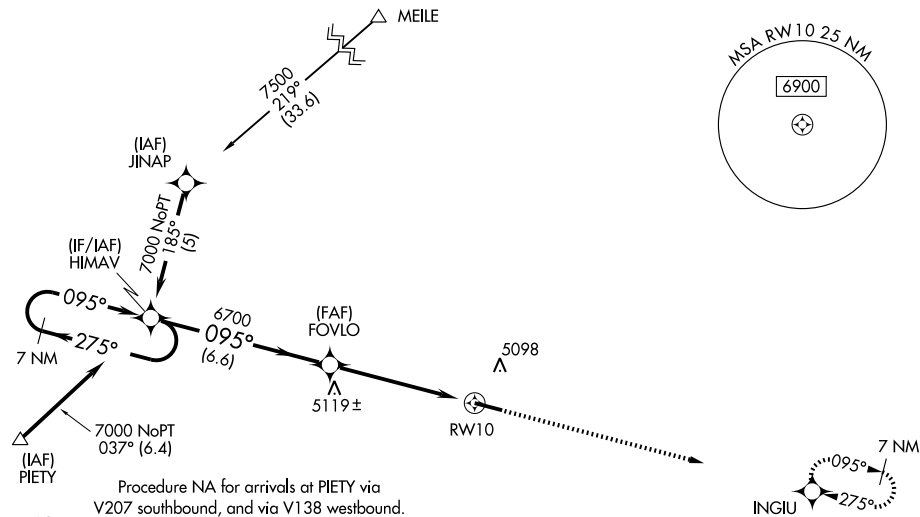
**T** If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase all MDAs 160 feet. DME/DME RNP-0.3 NA.

**A** NA VDP NA with Sidney Muni/Lloyd W. Carr Field altimeter setting.

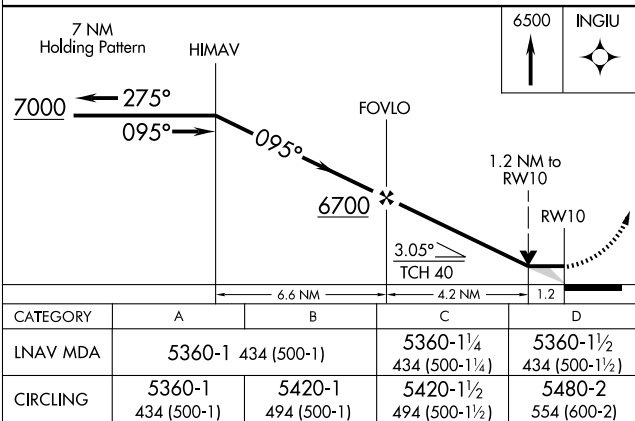
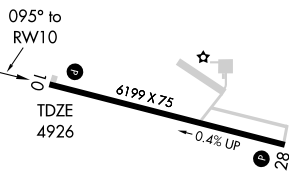
**MISSED APPROACH:** Climb to 6500 direct INGIU and hold.

AWOS-3  
**118.075**

DENVER CENTER  
125.9 284.7

UNICOM  
122.8 (CTAF) **L**

ELEV 4926

MIRL Rwy 10-28 **L**

KIMBALL, NEBRASKA  
Orig 07354

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

41°11'N - 103°41'W

RNAV (GPS) RWY 10

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2: 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>42503</b> <b>W28A</b>	APP CRS <b>275°</b>	Rwy Idg TDZE <b>4908</b> Apt Elev <b>4926</b>
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## RNAV (GPS) RWY 28

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase DAs/MDAs 160 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). BARO-VNAV NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting. Visibility reduction by helicopters NA.

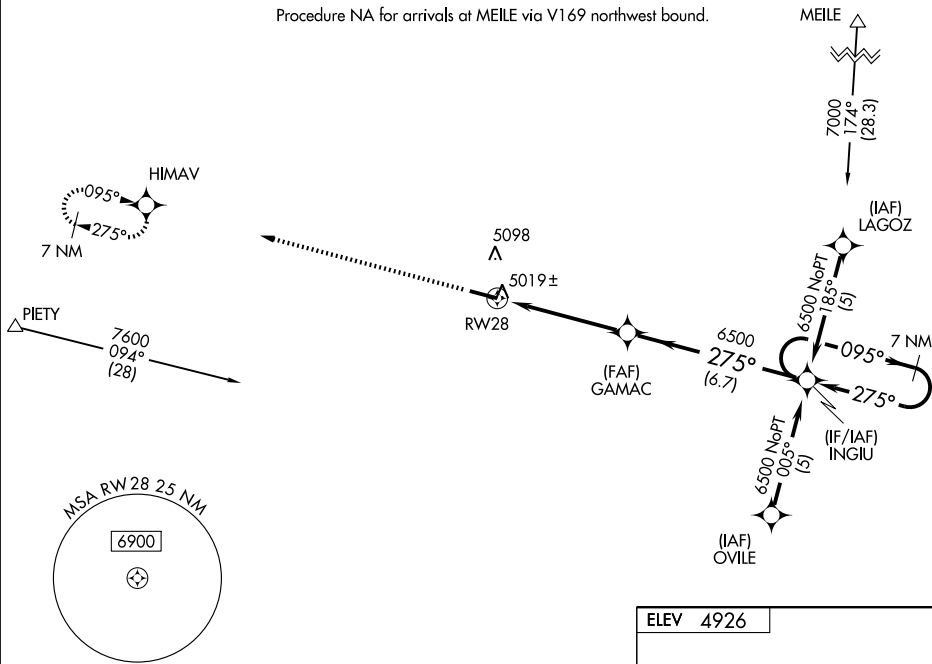
**MISSED APPROACH:**  
Climb to 7000 direct HIMAV and hold.

AWOS-3  
**118.075**

DENVER CENTER  
**125.9 284.7**

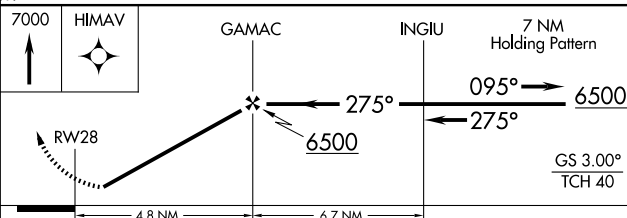
UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at MEILE via V169 northwest bound.



ELEV **4926**

5896±  
A • 5410



CATEGORY	A	B	C	D
LPV DA		5255-1¼	347 (400-1¼)	
LNAV/VNAV DA		5321-1½	413 (400-1½)	
LNAV MDA	5380-1	472 (500-1)	5380-1¼	5380-1½
			472 (500-1¼)	472 (500-1½)
CIRCLING	5380-1½	5420-1½	494 (500-1½)	5480-2
	454 (500-1½)			554 (600-2)

MIRL Rwy 10-28 0

KIMBALL, NEBRASKA

Orig-A 08269

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

41°11'N - 103°41'W

## RNAV (GPS) RWY 28

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

## LEXINGTON

**JIM KELLY FLD** (LXN) 2 NW UTC-6(-5DT) N40°47.43' W99°46.55'

2413 B S4 FUEL 100LL, JET A+ NOTAM FILE LXN

RWY 14-32: H5489X100 (CONC) S-30 MIRL

RWY 14: PAPI(P2L). TCH 40'.

RWY 32: PAPI(P2L). TCH 40'. Railroad.

RWY 01-19: 3200X250 (TURF)

RWY 01: Railroad.

RWY 19: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†. Rwy 01-19 not plowed winter months. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.025 (308) 324-5975.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

® **DENVER CENTER APP/DEP CON** 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.

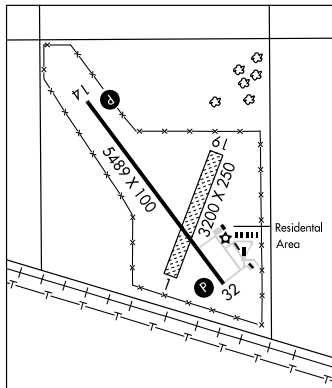
**NORTH PLATTE (L) VORTACW** 117.4 LBF Chan 121 N41°02.92' W100°44.83' 098° 46.8 NM to fld. 2964/11E.

**DARR NDB (MHW)** 326 RRX N40°50.67' W99°51.37' 124° 4.9 NM to fld. NOTAM FILE LXN.

OMAHA

H-5B, L-10H

IAP





WAAS CH <b>61203</b> <b>W14A</b>	APP CRS <b>136°</b>	Rwy Idg TDZE <b>2413</b> Apt Elev <b>2413</b>
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# RNAV (GPS) RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

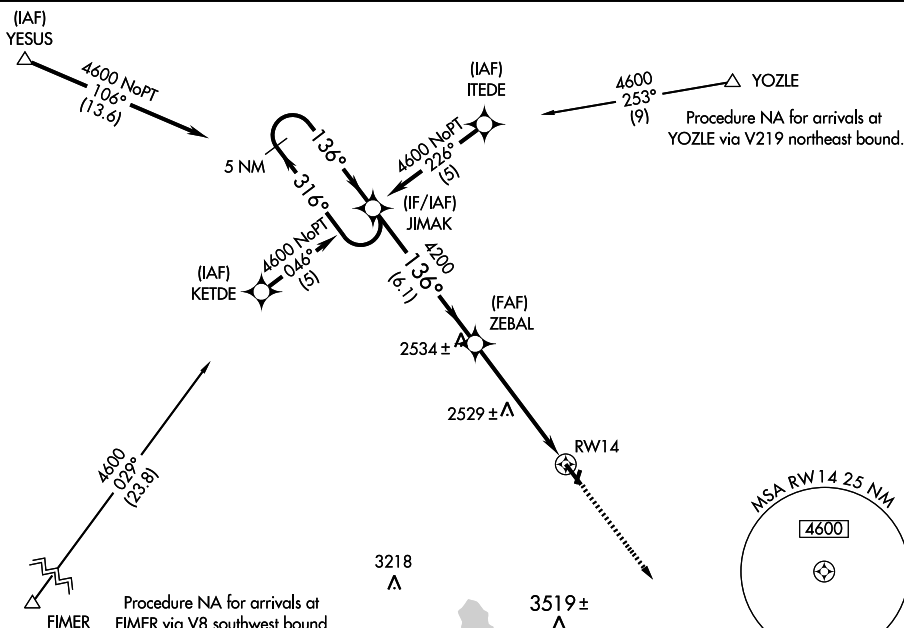
**▽** If local altimeter setting not received, use Brewster Field altimeter setting and increase DA to 2773 feet and all MDAs 80 feet.  
**⚠** VDP NA when using Brewster Field altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4600 direct TEPTY and hold.

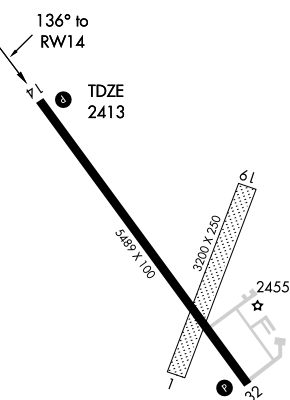
AWOS-3  
**121.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**123.0 (CTAF) 0**



ELEV **2413**



MIRL Rwy 14-32 0

5 NM Holding Pattern				
JIMAK				
4600 ← 316° 136° → 4200				
GS 3.00° TCH 40				
6.1 NM 4.4 NM 1 NM				
CATEGORY	A	B	C	D
LPV DA	2663-1 250 (300-1)			
LNNAV MDA	2780-1 367 (400-1)			2780-1½ 367 (400-1½)
CIRCLING	2780-1 367 (400-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

WAAS CH <b>49003</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg <b>5489</b> TDZE <b>2408</b> Apt Elev <b>2413</b>
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## RNAV (GPS) RWY 32

LEXINGTON/ JIM KELLY FIELD (LXN)



BARO-VNAV NA when using Brewster Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase LPV DA to 2773, increase LNAV/VNAV DA to 2931 and increase all MDAs 80 feet.

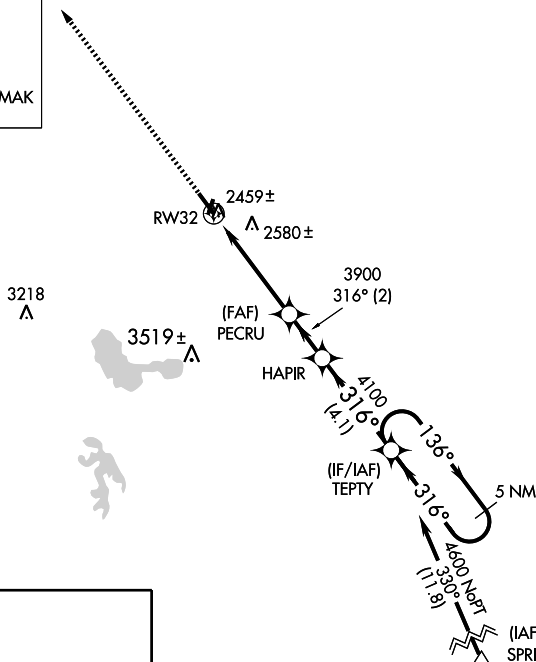
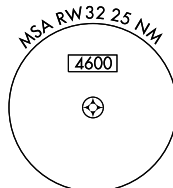
**MISSED APPROACH:**  
Climb to 4600 direct  
JIMAK and hold.

AWOS-3  
**121.025**

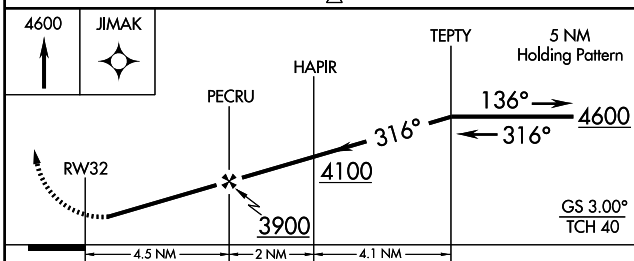
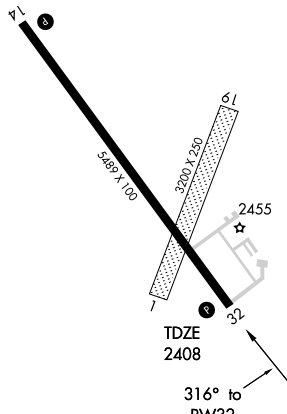
DENVER CENTER  
132.7 397.85

UNICOM  
123.0 (CTAF) **L**

MISSED APCH FIX



ELEV 2413



CATEGORY	A	B	C	D
LPV DA		2693-1	285 (300-1)	
LNAV/ VNAV DA		2729-1¼	321 (400-1¼)	
LNAV MDA	2860-1	452 (500-1)	2860-1¼ 452 (500-1¼)	2860-1½ 452 (500-1½)
CIRCLING	2860-1 447 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

LEXINGTON, NEBRASKA

Amdt 1 07130

40° 47' N-99° 47' W

LEXINGTON/JIM KELLY FIELD (LXN)

**RNAV (GPS) RWY 32**

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

VOR OZB APP CRS Rwy Idg **5489**  
**109.0** **105°** TDZE **2413**  
 Apt Elev **2413**

# VOR RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

▼ Circling to Rwy 1/19 NA at night.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4500 direct OZB VOR and hold.

AWOS-3  
**121.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**123.0 (CTAF) 0**

IAF  
 NORTH PLATTE  
 117.4 LBF  
 Chan 121

4700 NoPT  
 096° (35.4)

IAF  
 COZAD  
 109.0 OZB

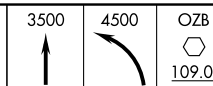
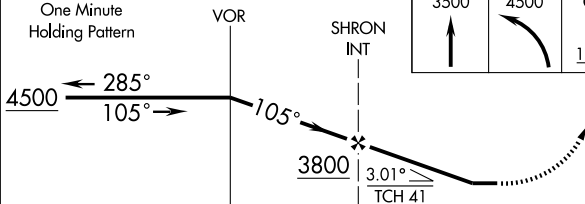
DARR  
 326 RRX

KEARNEY  
 111.2 EAR



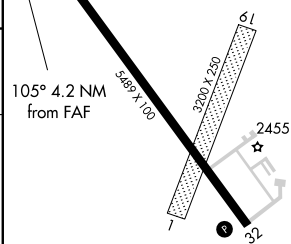
## ADF REQUIRED

One Minute  
 Holding Pattern



ELEV 2413

TDZE 2413

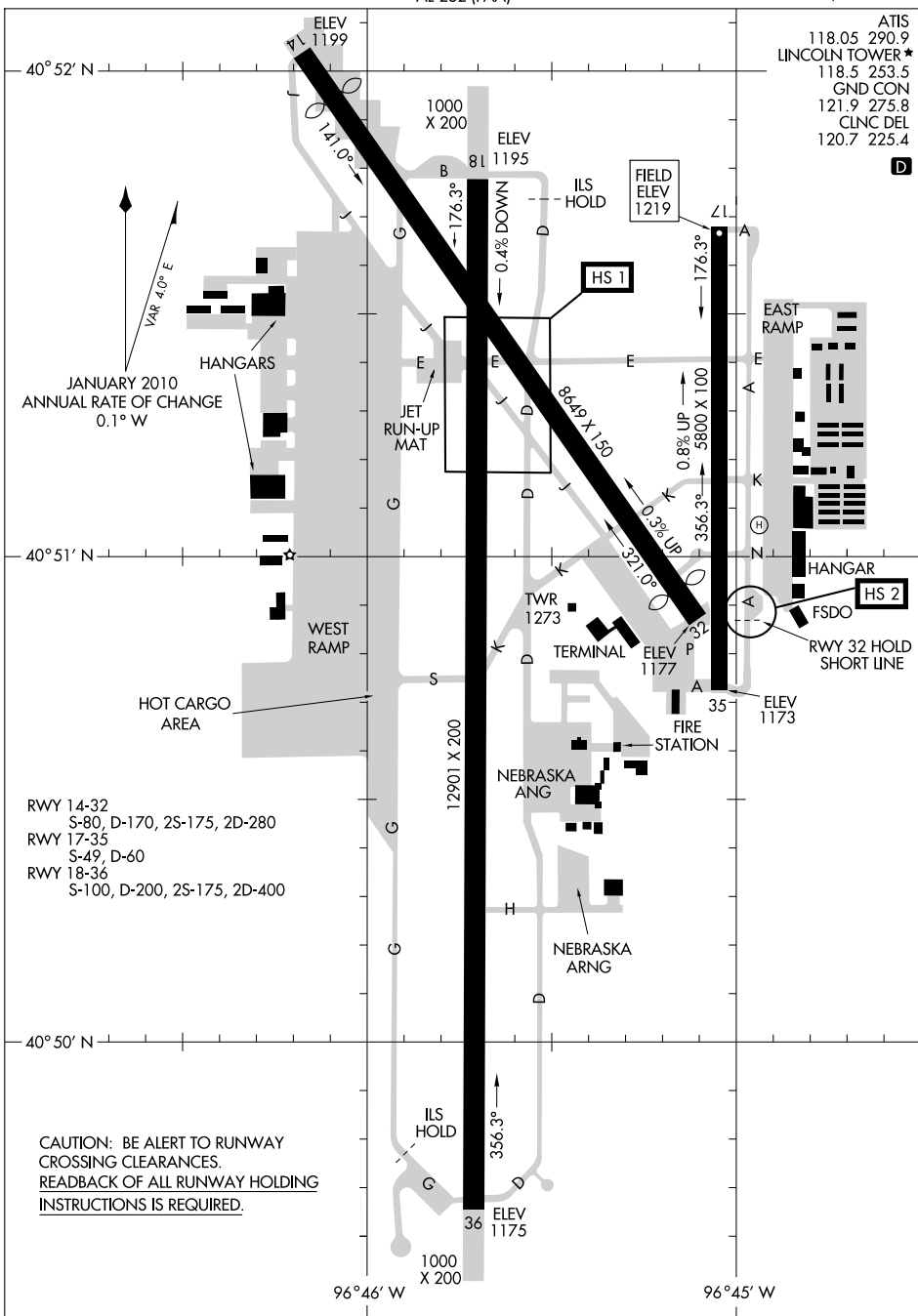


MIRL Rwy 14-32 0

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-2, 21 OCT 2010 to 18 NOV 2010



NC-2. 21 OCT 2010 to 18 NOV 2010

**LINCOLN** (LNK) 4 NW UTC-6(-5DT) N40°51.05' W96°45.55'

1219 B S4 FUEL 100LL, JET A TPA—See Remarks ARFF Index—See Remarks

OMAHA

H-5C, L-101

IAP, AD

NOTAM FILE LNK

RWY 18-36: H12901X200 (ASPH-CONC-GRVD) S-100, D-200,  
2S-175, 2D-400 HIRL

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 55'. Rgt tfc. 0.4%  
down.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 57'.

RWY 14-32: H8649X150 (ASPH-CONC-GRVD) S-80, D-170,  
2S-175, 2D-280 MIRL

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 48'. Thld displcd 363'.

RWY 32: VASI(V4L)—GA 3.0° TCH 50'. Thld displcd 470'.

Pole. 0.3% up.

RWY 17-35: H5800X100 (ASPH-CONC-AFSC) S-49, D-60

HIRL 0.8% up S

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 35: ODALS. PAPI(P4L)—GA 3.0° TCH 30'. Rgt tfc.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-8649 TODA-8649 ASDA-8649 LDA-8286

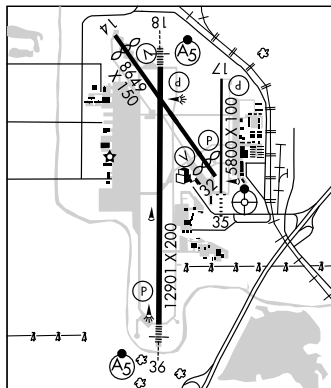
RWY 17: TORA-5800 TODA-5800 ASDA-5400 LDA-5400

RWY 18: TORA-12901 TODA-12901 ASDA-12901 LDA-12901

RWY 32: TORA-8649 TODA-8649 ASDA-8286 LDA-7816

RWY 35: TORA-5800 TODA-5800 ASDA-5800 LDA-5800

RWY 36: TORA-12901 TODA-12901 ASDA-12901 LDA-12901



**AIRPORT REMARKS:** Attended continuously. Birds invov arpt. Rwy 18 designated calm wind rwy. Rwy 32 apch holdline on South A twy. TPA-2219 (1000), heavy military jet 3000 (1781). Class I, ARFF Index B. ARFF Index C level equipment provided. Rwy 18-36 touchdown and rollout rwy visual range avbl. When twr clsd MIRL Rwy 14-32 preset on low ints, HIRL Rwy 18-36 and Rwy 17-35 preset on med ints, ODALS Rwy 35 operate continuously on med ints, MALSR Rwy 18 and Rwy 36 operate continuously and REIL Rwy 14 and Rwy 17 operate continuously on low ints. VASI Rwy 14 and Rwy 32, PAPI Rwy 17, Rwy 35, Rwy 18 and Rwy 36 on continuously.

**WEATHER DATA SOURCES:** ASOS (402) 474-9214. LLWAS

**COMMUNICATIONS:** CTAF 118.5 ATIS 118.05 UNICOM 122.95

RCO 122.65 (COLUMBUS RADIO)

Ⓡ APP/DEP CON 124.0 (180°-359°) 124.8 (360°-179°) (1130-0600Z‡)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z‡)

TOWER 118.5 125.7 (1130-0600Z‡) GND CON 121.9 CLNC DEL 120.7

**AIRSPACE:** CLASS C svc 1130-0600Z‡ ctc APP CON other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

(H) VORTACW 116.1 LNK Chan 108 N40°55.43' W96°44.52' 181° 4.4 NM to fld. 1370/9E

POTTS NDB (MHW/LOM) 385 LN N40°44.83' W96°45.75' 355° 6.2 NM to fld. Unmonitored when twr clsd.

ILS 111.1 I-OCZ Rwy 18. Class IB MM and OM unmonitored.

ILS 109.9 I-LNK Rwy 36 Class IA LOM POTTS NDB. MM unmonitored. LOM unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.

**LOUP CITY MUNI** (ØF4) 1 NW UTC-6(-5DT) N41°17.20' W98°59.41'

OMAHA

L-10H, 12H

2071 B FUEL 100LL NOTAM FILE OLU

RWY 16-34: H3200X60 (ASPH) S-12.5 MIRL

RWY 34: Trees.

RWY 04-22: 2040X100 (TURF)

RWY 04: Tree. RWY 22: Road.

**AIRPORT REMARKS:** Unattended. For svc call 308-745-1344/1244/0664.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

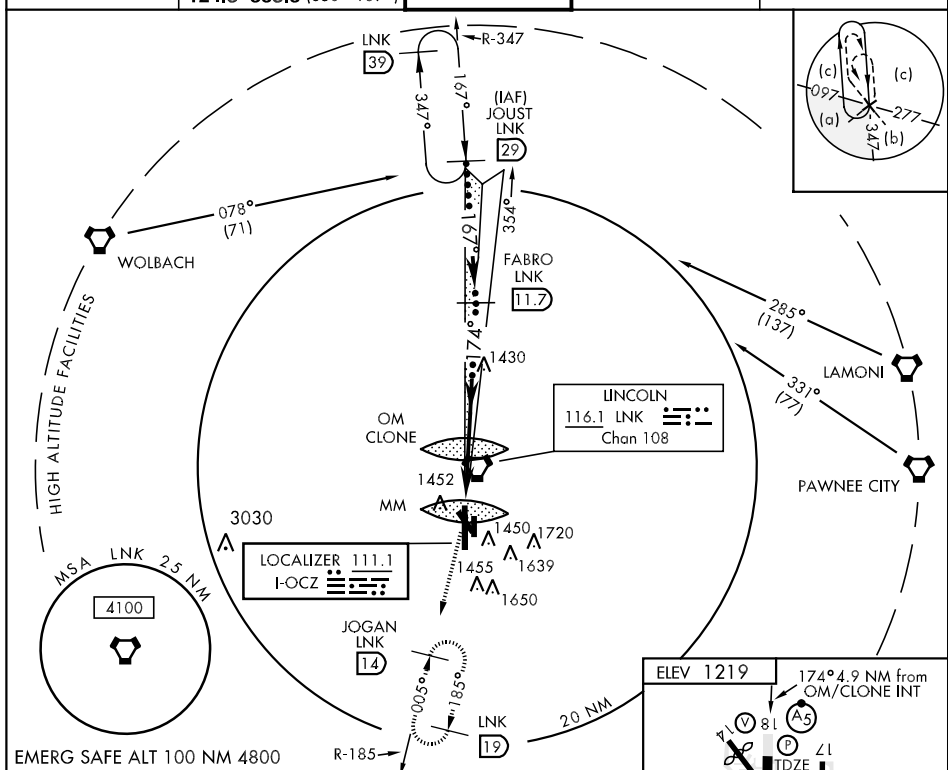
WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54' W98°21.22' 253° 29.3 NM to fld. 2010/7E.

**MARTIN FLD** (See SO SIOUX CITY)

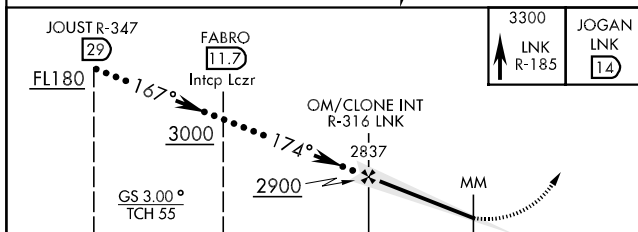
LOC I-OCZ <b>111.1</b>	APCH CRS <b>174°</b>	Rwy ldg <b>12,901</b> TDZE <b>1195</b> Arpt Elev <b>1219</b>	JAL-232 [USAF]	LINCOLN (KLNK)
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MALS R A5	MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.			
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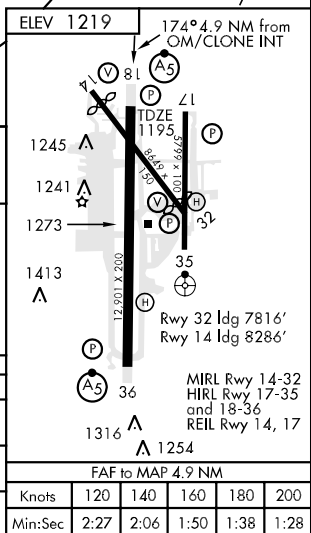
ATIS ★ <b>118.05 290.9</b>	LINCOLN APP CON TDZE <b>124.0 270.3</b> (170°-349°) <b>124.8 338.3</b> (350°-169°)	LINCOLN TOWER ★ <b>118.5 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>
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EMERG SAFE ALT 100 NM 4800



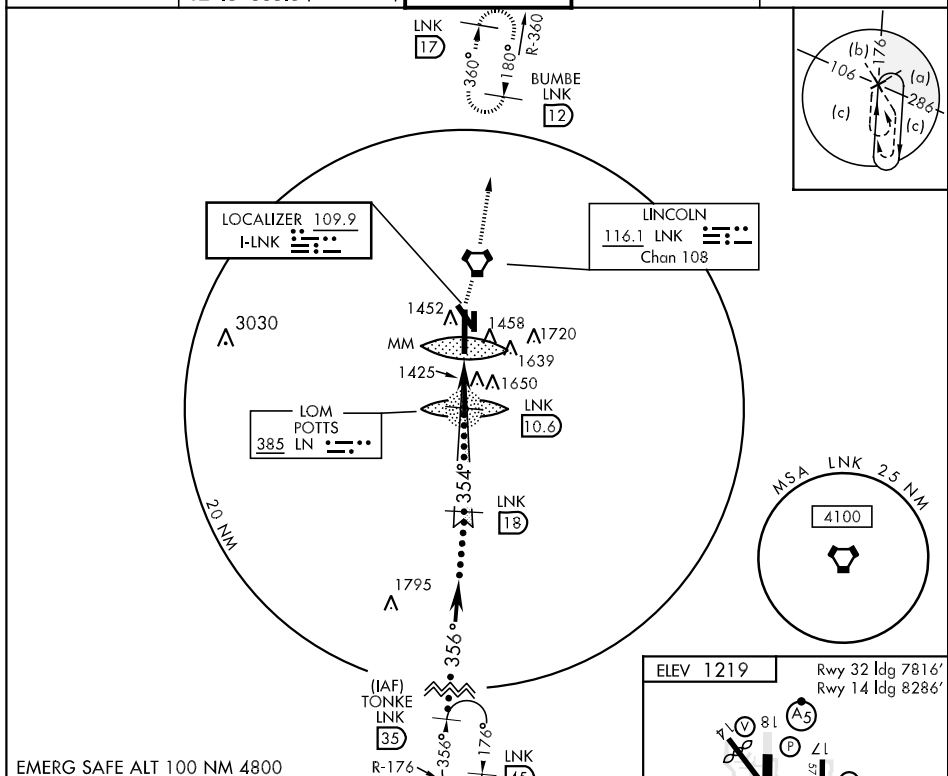
CATEGORY	C	D	E
S-ILS 18	1395-½	200	(200-½)
S-LOC 18	1720-1 525 (600-1)	1720-1¼	525 (600-1¼)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)



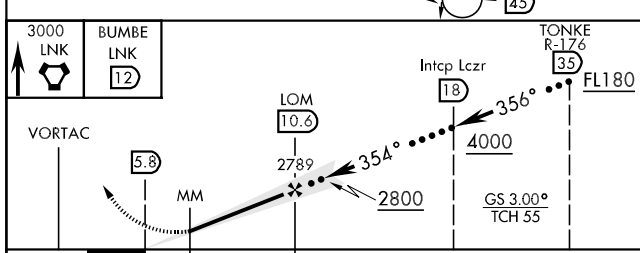
LOC I-LNK <b>109.9</b>	APCH CRS <b>354°</b>	Rwy ldg <b>12,901</b> TDZE <b>1175</b> Arpt Elev <b>1219</b>	JAL-232 [USAF]	LINCOLN (KLNK)
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MALSR <b>(A5)</b>	MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.
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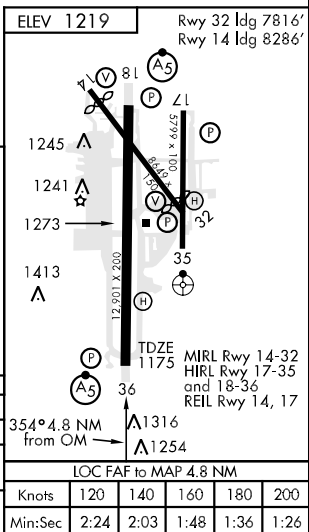
ATIS ★ <b>118.05 290.9</b>	LINCOLN APP CON <b>124.0 270.3 (170°-349°)</b> <b>124.8 338.3 (350°-169°)</b>	LINCOLN TOWER ★ <b>118.5 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>
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EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-ILS 36	1375/24	200	(200-1/2)
S-LOC 36	1620/40 445 (500-3/4)	1620/50	445 (500-1)
CIRCLING	1740-1 1/2 521 (600-1 1/2)	1780-2 561 (600-2)	2020-2 3/4 801 (900-2 3/4)





LINCOLN, NEBRASKA

VORTAC LNK <b>116.1</b> Chan <b>108</b>	APCH CRS <b>185°</b>	Rwy ldg <b>12,901</b> TDZE <b>1195</b> Arpt Elev <b>1219</b>
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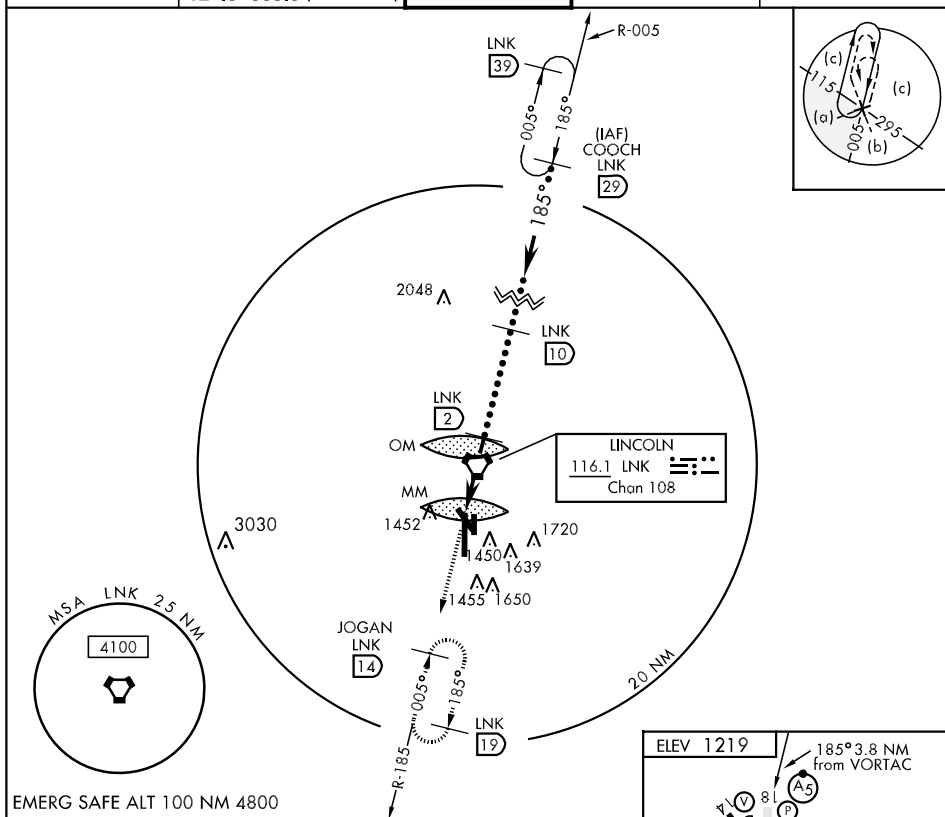
HI-VOR/DME or TACAN RWY 18

JAL-232 [USAF]

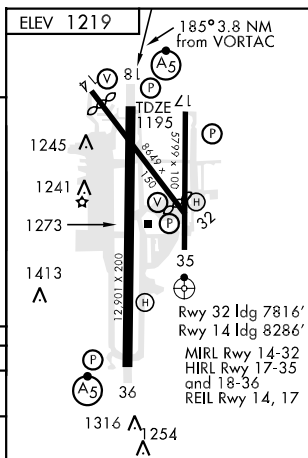
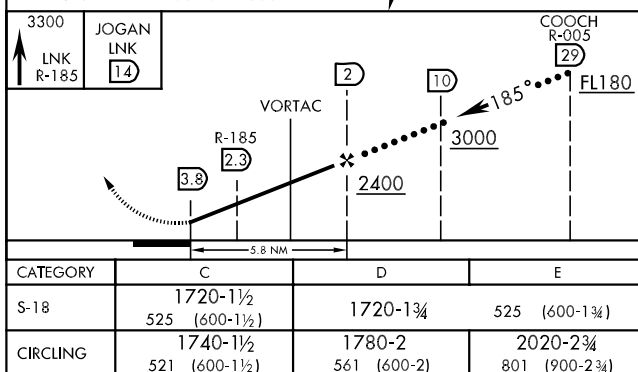
LINCOLN (KLNK)

		MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.
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ATIS ★ <b>118.05 290.9</b>	LINCOLN APP CON <b>124.0 270.3</b> (170°-349°) <b>124.8 338.3</b> (350°-169°)	LINCOLN TOWER ★ <b>118.5 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>
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EMERG SAFE ALT 100 NM 4800



LINCOLN, NEBRASKA

40°51'N-96°46'W

LINCOLN (KLNK)

Amdt 4A 09323

HI-VOR/DME or TACAN RWY 18

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010



## HI-VOR/DME or TACAN RWY 36

VORTAC LNK  
**116.1**  
Chan **108**

APCH CRS  
**360°**

Rwy Idg	12,901
TDZE	1175
Arpt Elev	1219

JAL-232 [USAF]

LINCOLN (KLNK)



**MISSED APPROACH:** Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

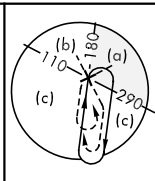
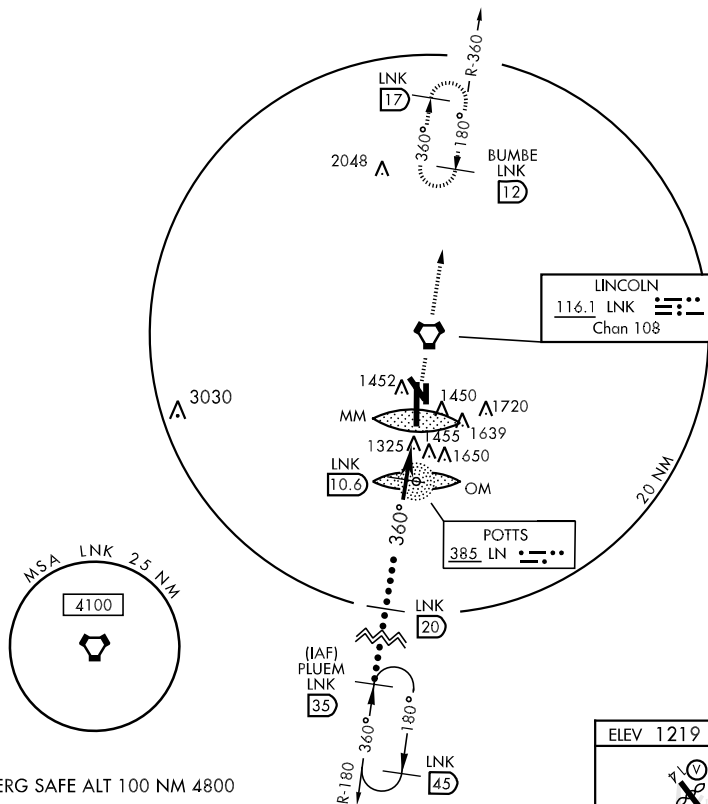
ATIS ★  
118.05 290.9

LINCOLN APP CON  
**124.0 270.3** (170°-349°)  
**124.8 338.3** (350°-169°)

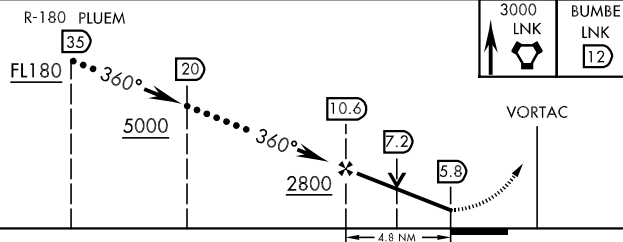
LINCOLN TOWER ★  
118.5 253.5

GND CON  
121.9 275.8

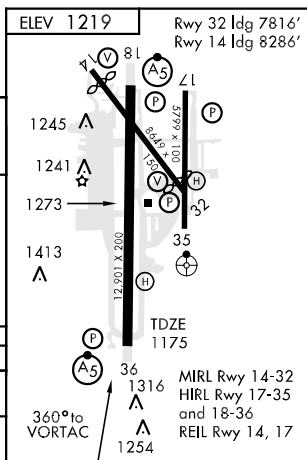
CLNC DEL  
**120.7 225.4**



EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-36	1680/50	505 (600-1)	1680/60 505 (600-1½)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)



LINCOLN, NEBRASKA

40°51'N-96°46'W

LINCOLN (KLNK)

HI-VOR/DME or TACAN RWY 36

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03.
		Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

## ILS or LOC RWY 18

LINCOLN (LNK)

LOC I-OCZ <b>111.1</b>	APP CRS <b>174°</b>	Rwy Idg TDZE <b>1195</b> Apt Elev <b>1219</b>
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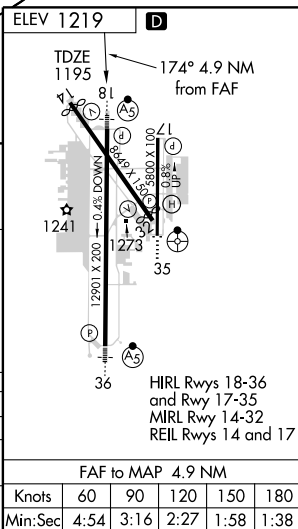
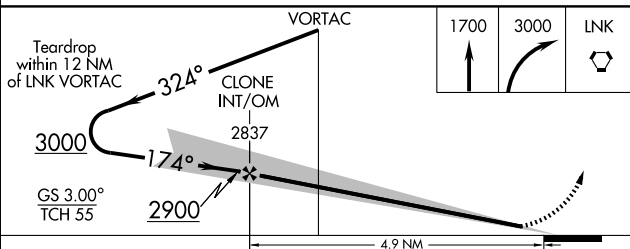
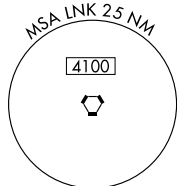
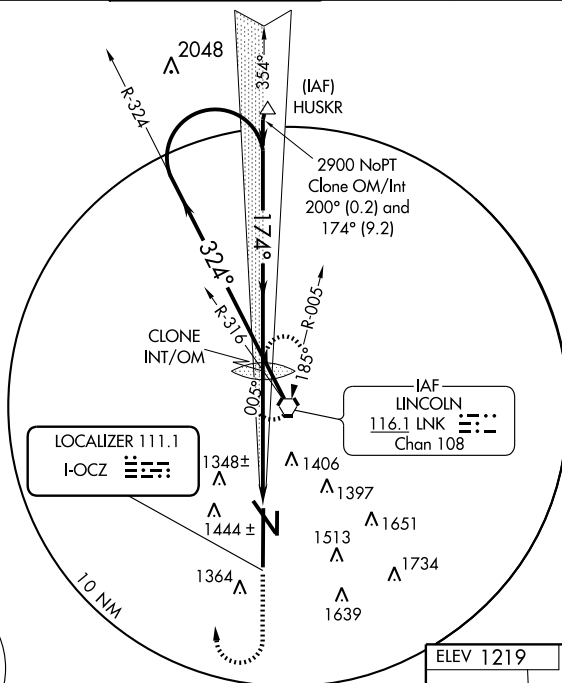


\* RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS <b>118.05 290.9</b>	LINCOLN APP CON* <b>124.0 270.3</b>	LINCOLN TOWER* <b>118.5(CTAF) 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 18		* 1395/24	200 (200-½)	
S-LOC 18	1720/24	525 (600-½)	1720/50 525 (600-1)	1720/60 525 (600-1½)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

## ILS or LOC RWY 36

LINCOLN (LNK)

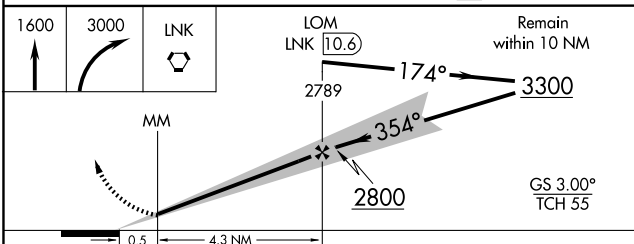
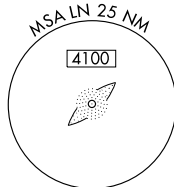
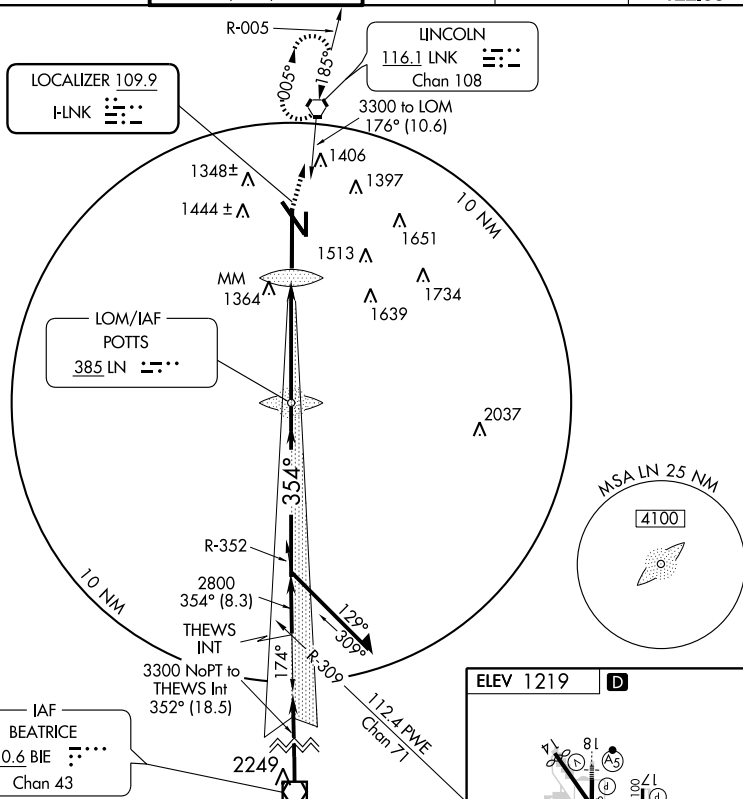
LOC I-LNK <b>109.9</b>	APP CRS <b>354°</b>	Rwy Idg TDZE <b>1175</b> Apt Elev <b>1219</b>
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\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

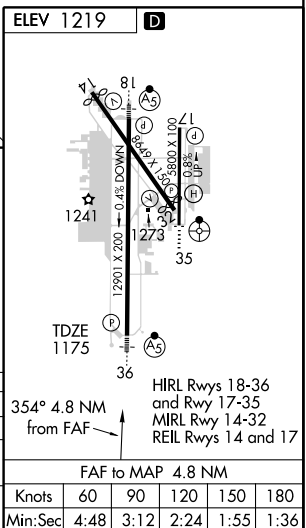


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS <b>118.05 290.9</b>	LINCOLN APP CON* <b>124.0 270.3</b>	LINCOLN TOWER* <b>118.5 (CTAF) 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 36	* 1375/24 200 (200-½)			
S-LOC 36	1620/24	445 (500-½)	1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)



LINCOLN, NEBRASKA

Amdt 11D 10210

40°51'N - 96°46'W


LINCOLN (LNK)

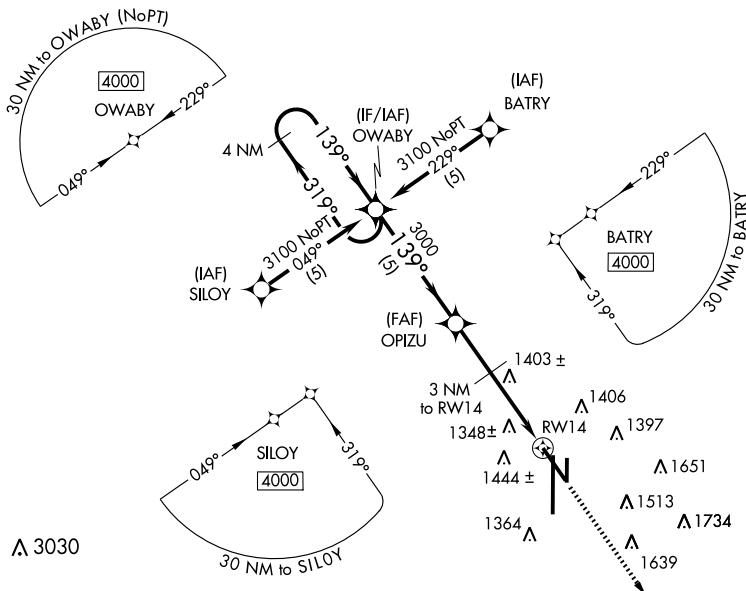
## ILS or LOC RWY 36

APP CRS	Rwy Idg	8276
139°	TDZE	1199
	Apt Elev	1219

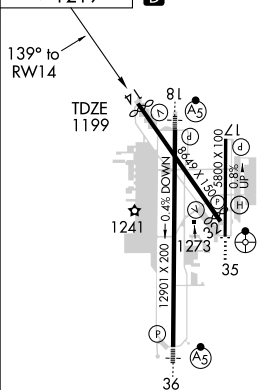
## RNAV (GPS) RWY 14

LINCOLN (LNK)

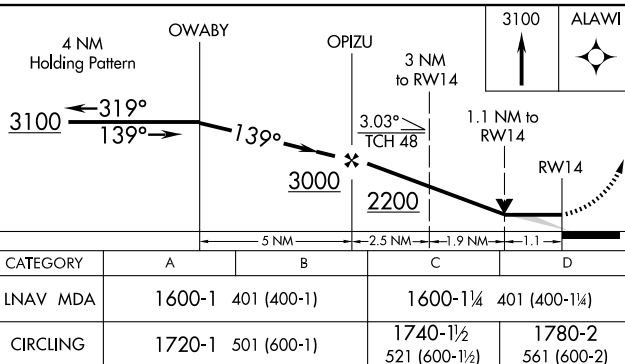
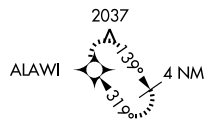
 VNA		GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3100 direct ALAWI WP and hold.		
ATIS <b>118.05 290.9</b>		LINCOLN APP CON★ <b>124.0 270.3</b>	LINCOLN TOWER★ <b>118.5(CTAF) 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>



ELEV 1219



HIRL Rwy 18-36  
and Rwy 17-35  
MIRL Rwy 14-32  
REIL Rwy 14 and 17



LINCOLN, NEBRASKA  
Orig 10210

40°51'N - 96°46'W

LINCOLN (LNK)

## RNAV (GPS) RWY 14

WAAS CH <b>50114</b> <b>W18A</b>	APP CRS <b>174°</b>	Rwy Idg <b>12901</b> TDZE <b>1195</b> Apt Elev <b>1219</b>
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# RNAV (GPS) RWY 18

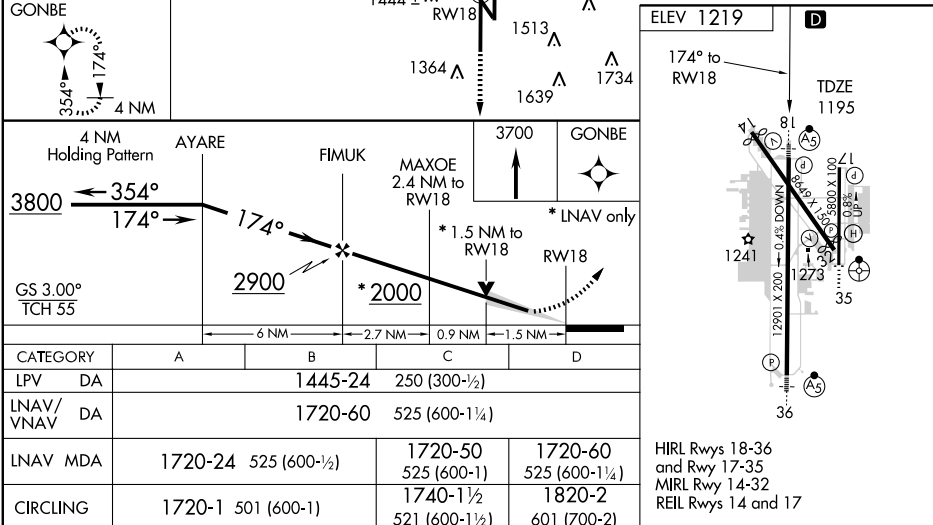
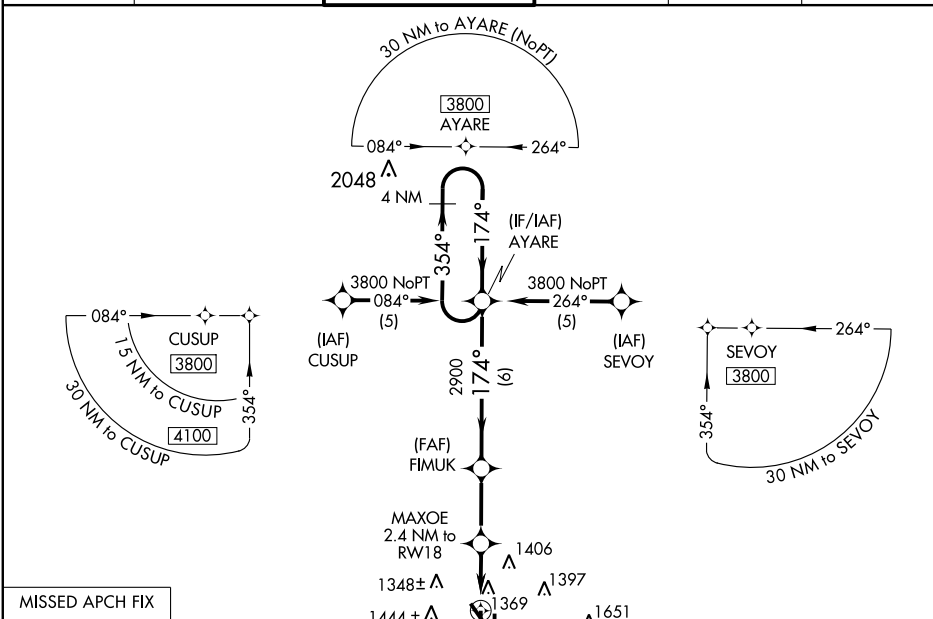
LINCOLN (LNK)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrie altimeter setting and increase all DA 91 feet, all MDA 100 feet, increase all visibilities 1 mile. Inoperative table does not apply when using Beatrie altimeter setting. Baro-VNAV and VDP NA when using Beatrie altimeter setting.



**MISSED APPROACH:** Climb to 3700 direct GONBE and hold.

ATIS	LINCOLN APP CON ★	LINCOLN TOWER ★	GND CON	CLNC DEL	UNICOM
<b>118.05 290.9</b>	<b>124.0 270.3</b>	<b>118.5(CTAF) 253.5</b>	<b>121.9 275.8</b>	<b>120.7 225.4</b>	<b>122.95</b>



WAAS CH <b>56214</b> <b>W36A</b>	APP CRS <b>354°</b>	Rwy Idg <b>12901</b> TDZE <b>1175</b> Apt Elev <b>1219</b>
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RNAV (GPS) RWY 36  
LINCOLN (LNK)

**▼** For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet and all visibilities  $\frac{3}{4}$  mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALSR



**MISSED APPROACH:**  
Climb to 3800 direct  
AYARE and hold.

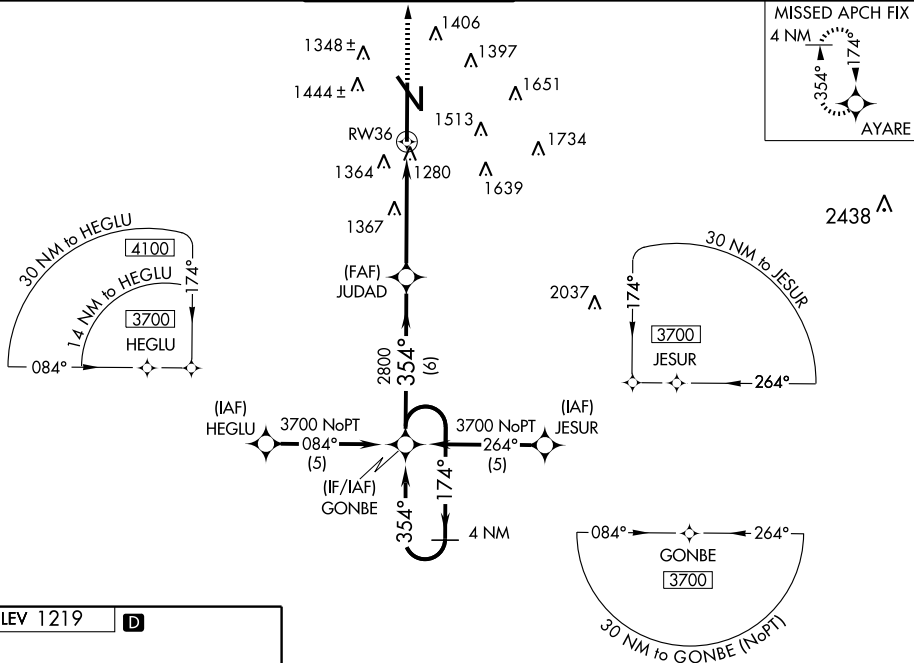
ATIS  
118.05 290.9

LINCOLN APP CON★  
124.0 270.3

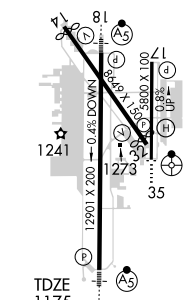
LINCOLN TOWER★  
18.5 (CTAF) 253.5

GND CON  
**121.9 275.8**

CLNC DEL  
120.7 225.4

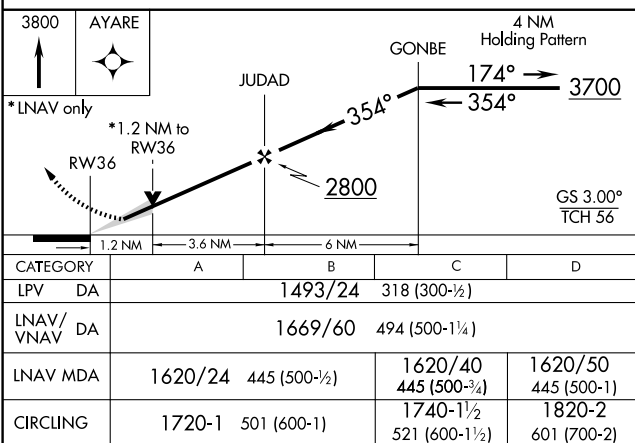
UNICOM  
122.95

ELEV 1219



354° to  
RW36

HIRL Rwy 18-36  
and Rwy 17-35  
MIRL Rwy 14-32  
REIL Rwy 14 and 17



LINCOLN, NEBRASKA

Amdt 1A 01JUL10

40°51'N - 96°46'W

LINCOLN (LNK)

RNAV (GPS) RWY 36

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010



VORTAC LNK <b>116.1</b> Chan <b>108</b>	APP CRS <b>177°</b>	Rwy Idg TDZE <b>1219</b> Apt Elev <b>1219</b>
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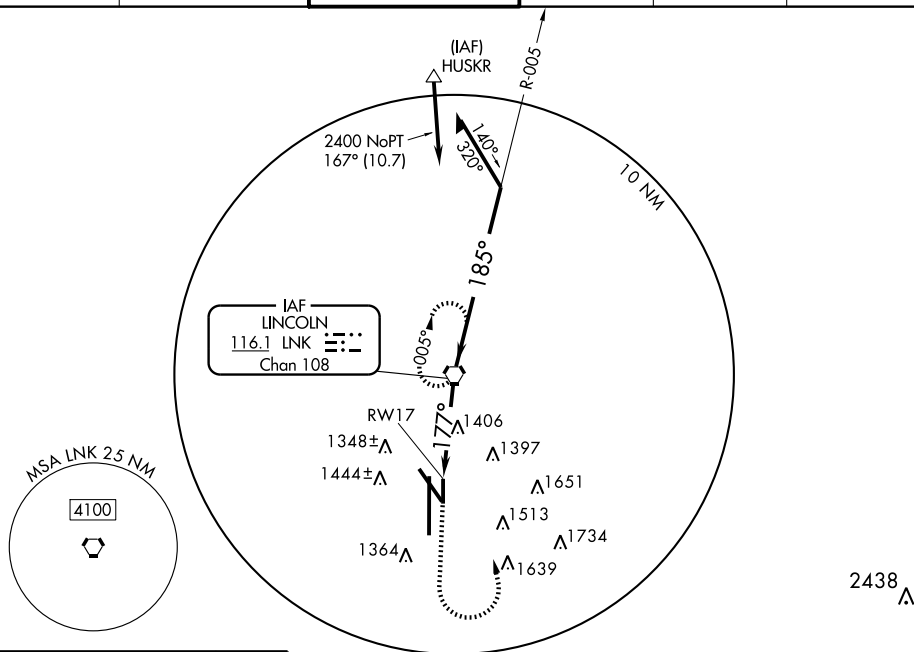
# VOR or GPS RWY 17

LINCOLN (LNK)



MISSED APPROACH: Climb to 3000 then left turn direct LNK VORTAC and hold.

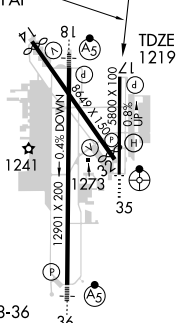
ATIS <b>118.05 290.9</b>	LINCOLN APP CON* <b>124.0 270.3</b>	LINCOLN TOWER* <b>118.5(CTAF) 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>
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ELEV 1219

D

177° 3.8 NM from FAF



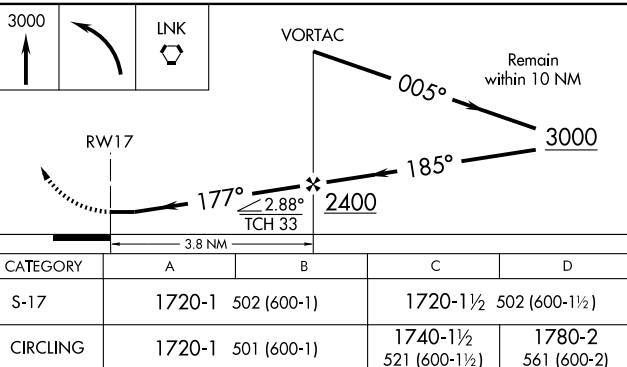
HIRL Rwy 18-36  
and Rwy 17-35  
MIRL Rwy 14-32  
REIL Rwy 14 and 17

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

LINCOLN, NEBRASKA

Amdt 6D 10210



40°51'N - 96°46'W

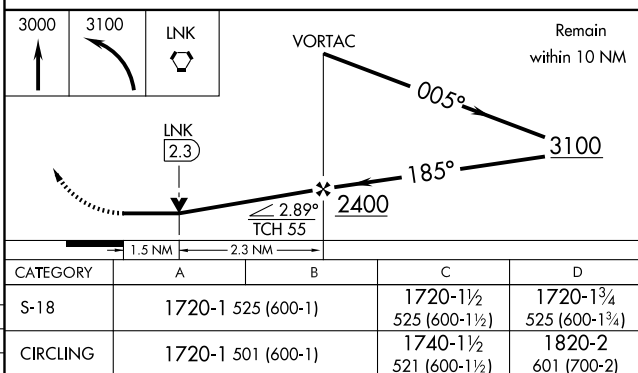
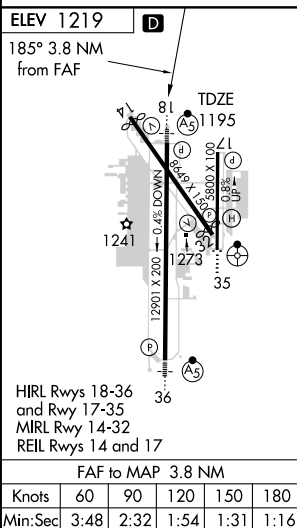
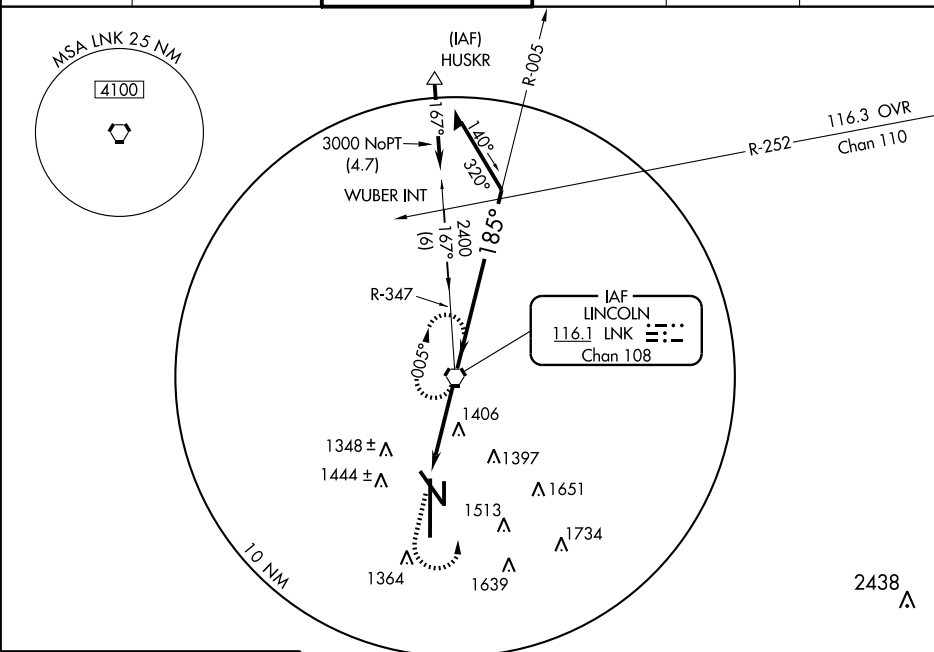
# VOR or GPS RWY 17

VORTAC LNK <b>116.1</b> Chan 108	APP CRS <b>185°</b>	Rwy Idg TDZE <b>1195</b> Apt Elev <b>1219</b>
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# VOR RWY 18

LINCOLN (LNK)

<div><div></div><div>Inoperative table does not apply.</div></div>		<div><div>MALSR</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div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10210

## AIRPORT DIAGRAM

AL-5301 (FAA)

MC COOK BEN NELSON RGNL (MCK)

MC COOK, NEBRASKA

ASOS  
119.025  
CTAF/UNICOM  
122.8

D

40°13' N

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 66° E

FIELD  
ELEV  
2583

124.9°

219.3°  
ELEV  
2556

HANGAR

FIRE STATION

2635

HANGARS

FBO

TERMINAL

HANGARS

4000 X 75

ELEV  
2558

174.9°

1350 X 160

354.9°  
ELEV  
2561

039.3°  
ELEV  
2563

6449 X 100

0.6% UP

304.9°  
ELEV  
2542

40°12' N

RWY 04-22

S-30, D-38

RWY 12-30

S-30, D-38

100°36' W

100°35' W

## AIRPORT DIAGRAM

10210

MC COOK, NEBRASKA

MC COOK BEN NELSON RGNL (MCK)

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

**MC COOK BEN NELSON RGNL** (MCK) 2 E UTC-6(-5DT) N40°12.38' W100°35.53'

2583 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE MCK

RWY 12-30: H6449X100 (CONC) S-30, D-38 MIRL 0.6% up NW

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 38'. Tree.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 42'. Thld dsplcd 750'.

Rgt tfc.

RWY 04-22: H4000X75 (CONC) S-30, D-38 MIRL

RWY 04: VASI(V2L)—GA 3.0° TCH 26'. Rgt tfc. Pole.

RWY 22: VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 17-35: 1350X160 (TURF)

RWY 35: Rgt. tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 12: TORA-6448 TODA-6448 ASDA-5698 LDA-5698

RWY 30: TORA-6448 TODA-6448 ASDA-6448 LDA-5698

**AIRPORT REMARKS:** Attended daltg hrs. Parachute Jumping. Rwy 12 VASI restricted byd 5° right and 8° left of inbound centerline. ACTIVATE VASI Rwy 30 and PAPI Rwy 12 and MALSR Rwy 12—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (308) 345-1193.**COMMUNICATIONS:** CTAF/UNICOM 122.8

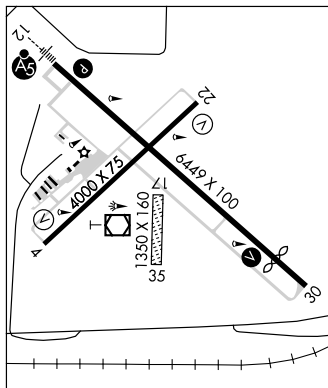
RCO 122.6 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 132.7

**AIRSPACE:** CLASS E svc 1100-0500Z† except holidays.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCK.

(H) VORW/DME 115.3 MCK Chan 100 N40°12.23' W100°35.65' at fld. 2571/8E.

ILS/DME 110.95 I-MCK Chan 46(Y) Rwy 12 LOC/DME unmonitored.

**MILLARD** (See OMAHA)**MILLER FLD** (See VALENTINE)**MINDEN****PIONEER VILLAGE FLD** (ØV3) 1 NE UTC-6(-5DT) N40°30.90' W98°56.74'

2160 B FUEL 100LL, MOGAS NOTAM FILE OLU

RWY 16-34: H3900X60 (CONC) S-30, D-52 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 34: PAPI(P2L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 05-23: 1275X300 (TURF)

RWY 05: Tree.

RWY 23: Fence.

**AIRPORT REMARKS:** Attended 1300-2300Z†. For svc after hrs call 308-832-2809 or 832-2772. Rwy 16 unlighted pivot irrigation system rotates through approach area during irrigation season. Rwy 05 CLOSED for take offs. Ultralight activity on and invof arpt. Tower 1163' AGL, 3240' MSL 9 NM ENE. Rwy 05-23 marked with yellow markers. ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—CTAF.

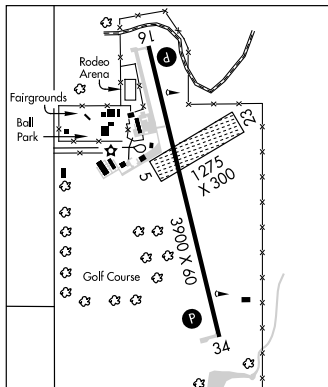
**COMMUNICATIONS:** CTAF/UNICOM 122.7

① MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

HASTING (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 250° 24.2 NM to fld. 1950/7E. HIWAS.

**MODISSETT** (See RUSHVILLE)

OMAHA

L-10H

IAP



## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
HUTCHINSON, KS			
HUTCHINSON MUNI (HUT)	13	04-22	5,250 feet
	17	04-22	3,200 feet
	22	13-31	3,400 feet
	31	17-35	2,800 feet
OLATHE, KS			
NEW CENTURY AIRCENTER (IXD)	18	04-22	2,700 feet
	36	04-22	3,650 feet
	22	18-36	3,300 feet

WAAS CH <b>50118</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE <b>2583</b> Apt Elev <b>2583</b>
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# RNAV (GPS) RWY 12

## MC COOK BEN NELSON RGNL (MCK)

**⚠** Circling to Rwy 22 NA at night. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. For inoperative MALS, increase LPV all Cats visibility to 1, when using Imperial Muni altimeter setting increase LPV all Cats visibility to 1½ and LNAV visibility Cat A to 1. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all DAs 213 feet, and LPV all Cats visibility ¾ mile, LNAV/VNAV Cat C visibility ½ mile; increase all MDAs 220 feet, and LNAV and circling visibility Cats A and B ¼ mile, Cat C 1 mile.



**MISSED APPROACH:**  
Climb to 5000 direct  
OPUXE and hold.

ASOS  
**119.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**

(IAF)  
HAYES CENTER  
HCT

5000 NoPT  
130°  
(9.3)

5 NM

123°

303°

4400  
123°  
(6)

(IF/IAF)  
TRUNK

Mc Cook State  
(Abandoned)

(FAF)  
PANTS

2919±

3057△

3055△

3104△

2612±

3057△

3104△

3057△

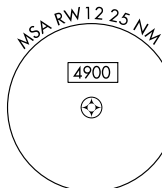
3104△

3057△

3104△

3057△

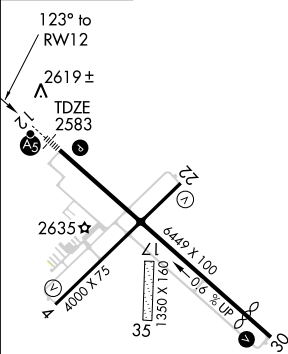
3104△



Procedure NA for arrival at QWILT on V220 westbound.  
LNAV/VNAV-fly visual to airport 123° 1.9 miles, when using  
Imperial Muni altimeter setting fly visual to airport 123° 2.6 miles.

ELEV 2583

**D**



5 NM Holding Pattern GS 3.00° TCH 39°					*LNAV only.		5000	OPUXE
5000 ← 303° → 123° → 123° →					PANTS		↑	✦
LNAV/VNAV-fly visual to airport 123° 1.9 miles, when using Imperial Muni altimeter setting fly visual to airport 123° 2.6 miles.					* 1.8 NM to RWY 12		RWY 12	
4400					6 NM		3.7 NM	
CATEGORY					A		D	
LPV DA					2840-½ 257 (300-½)		NA	
LNAV/VNAV DA					3240-2 657 (700-2)		NA	
LNAV MDA					3180-½ 597 (600-½)		3180-1 597 (600-1)	
CIRCLING					3180-1 597 (600-1)		3180-1½ 597 (600-1½)	

REIL Rwy 30

MIRL Rwy 4-22 and 12-30

MC COOK, NEBRASKA

Amdt 1 09351

MC COOK BEN NELSON RGNL (MCK)

40° 12' N-100° 36' W

# RNAV (GPS) RWY 12

APP CRS  
**218°**

Rwy ldg **4000**  
TDZE **2565**  
Apt Elev **2583**

# RNAV (GPS) RWY 22

MC COOK BEN NELSON RGNL (MCK)



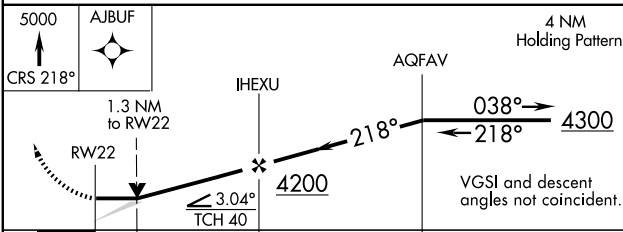
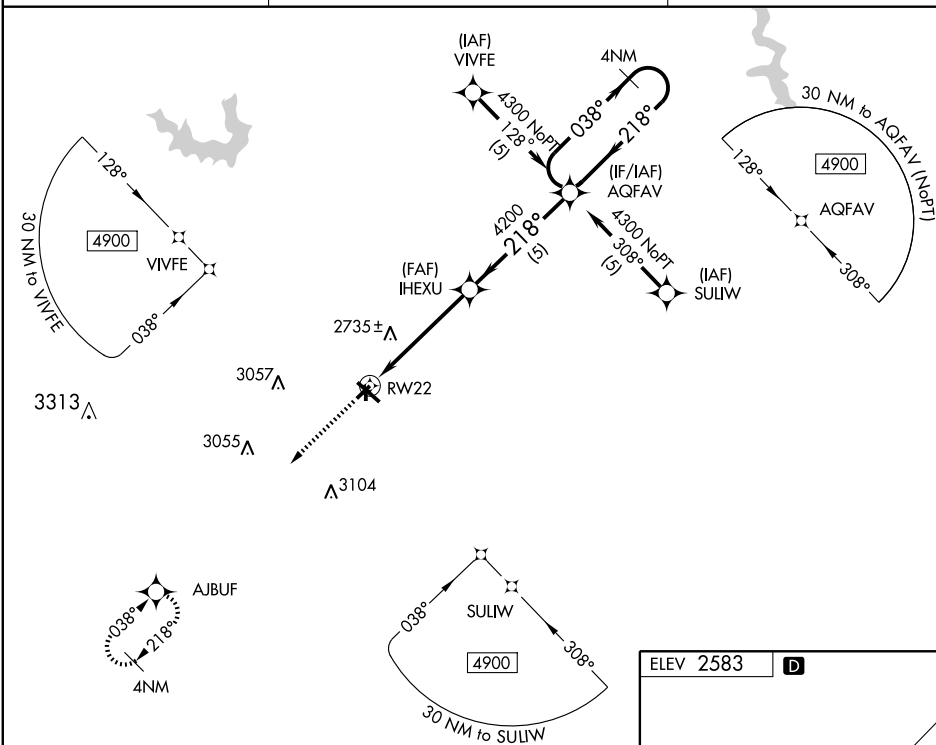
GPS or RNP-0.3 REQUIRED.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 via 218° course to AJBUF and hold.

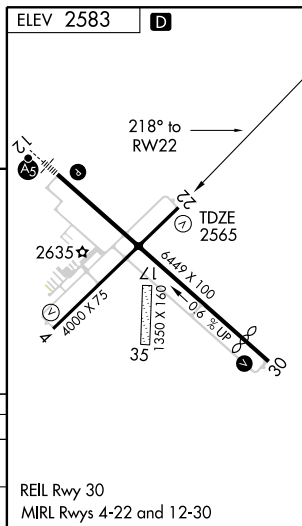
ASOS  
**119.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8** (CTAF) **0**



CATEGORY	A	B	C	D
RNAV MDA	3000-1 435 (500-1)	3000-1 435 (500-1 1/4)	3000-1 435 (500-1 1/4)	NA
CIRCLING	3040-1 457 (500-1)	3040-1 457 (500-1 1/2)	3040-1 457 (500-1 1/2)	NA







VOR/DME MCK  
**115.3**  
Chan **100**

APP CRS  
**137°**

Rwy Idg **6449**  
TDZE **2583**  
Apt Elev **2583**

# VOR RWY 12

MC COOK BEN NELSON RGNL (MCK)

▼ VDP NA when using Imperial altimeter setting. Inoperative table does not apply  
S-12 Cat C when using Imperial Muni altimeter setting. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet, and S-12 Cat A ½ mile, Cat B ½ mile, Cat C 1½ mile; circling Cat A ½ mile, Cat B ½ mile; Cat C 1 mile; CUVAB fix minimums S-12 and circling Cat C ½ mile.

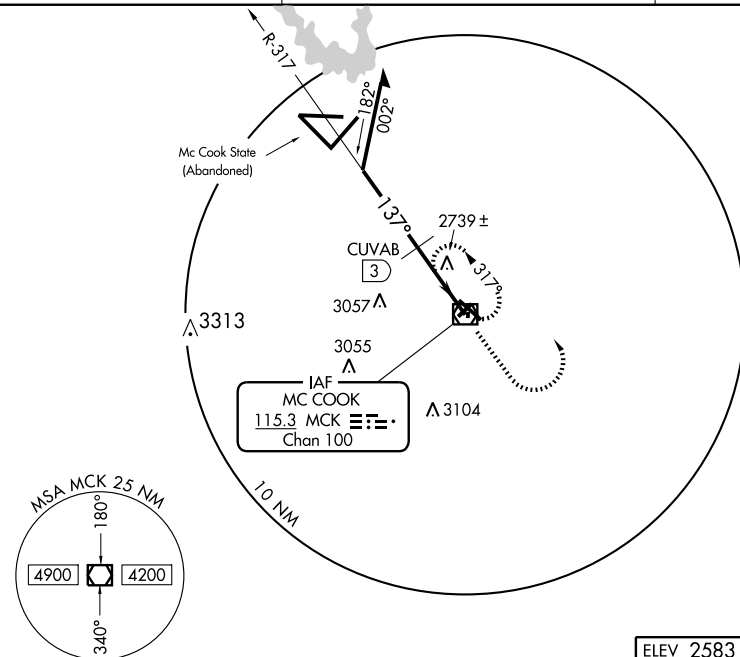


MISSED APPROACH: Climb to 4300 then climbing left turn to 5000 direct MCK VOR/DME and hold.

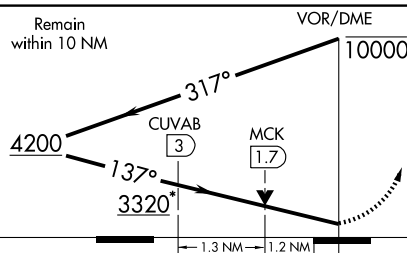
ASOS  
**119.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**

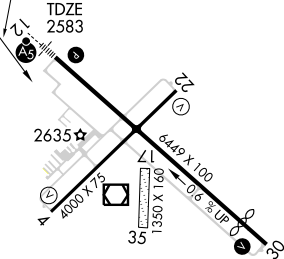


Remain  
within 10 NM



ELEV 2583 **D**

137° to  
MCK VOR/DME



CATEGORY	A	B	C	D
S-12	3320-½ 737 (800-½)		3320-1½ 737 (800-1½)	NA
CIRCLING	3320-1 737 (800-1)		3320-2 737 (800-2)	NA
CUVAB FIX MINIMUMS				
S-12	3000-½ 417 (500-½)		3000-¾ 417 (500-¾)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

REIL Rwy 30  
MRL Rwy 4-22 and 12-30

MC COOK, NEBRASKA

Amdt 12 09351

MC COOK BEN NELSON RGNL (MCK)

40°12'N-100°36'W

# VOR RWY 12

VOR/DME MCK  
**115.3**  
Chan **100**

APP CRS  
**210°**

Rwy Idg **4000**  
TDZE **2565**  
Apt Elev **2580**

**VOR RWY 22**

MC COOK BEN NELSON RGNL (MCK)



MISSED APPROACH: Climb to 4400 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS  
**119.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**

HAYES CENTER  
117.7 HCT  
Chan 124

3313

3057

3055

4400

030° (5.8)

2749 ±

030°

MC COOK  
115.3 MCK  
Chan 100

R-030  
255°  
075°

R-108

210°

(IAF)  
LOOMI INT  
MCK 5.8

10 NM

MSA MCK 25 NM

180°

4900

4200

340°

ELEV 2583



210° to  
MCK VOR/DME

22

TDZE

2565

6.449 X 100

0.5% UP

35

4090 X 175

1350 X 160

0.5% UP

30

2635

REIL Rwy 30

MIRL Rwy 4-22 and 12-30

4400

5000

MCK

115.3

LOOMI INT

MCK 5.8

Remain within 10 NM

030°

210°

4400

4300

2.98°

TCH 40

0.4

5.4 NM

VOR/DME

VGSI and descent angles not coincident.

CATEGORY

A

B

C

D

S-22

3060-1

495 (500-1)

3060-1 1/4

495 (500-1 1/4)

NA

CIRCLING

3060-1

477 (500-1)

3060-1 1/2

477 (500-1 1/2)

NA

VOR/DME MCK  
**115.3**  
Chan **100**

APP CR  
294°

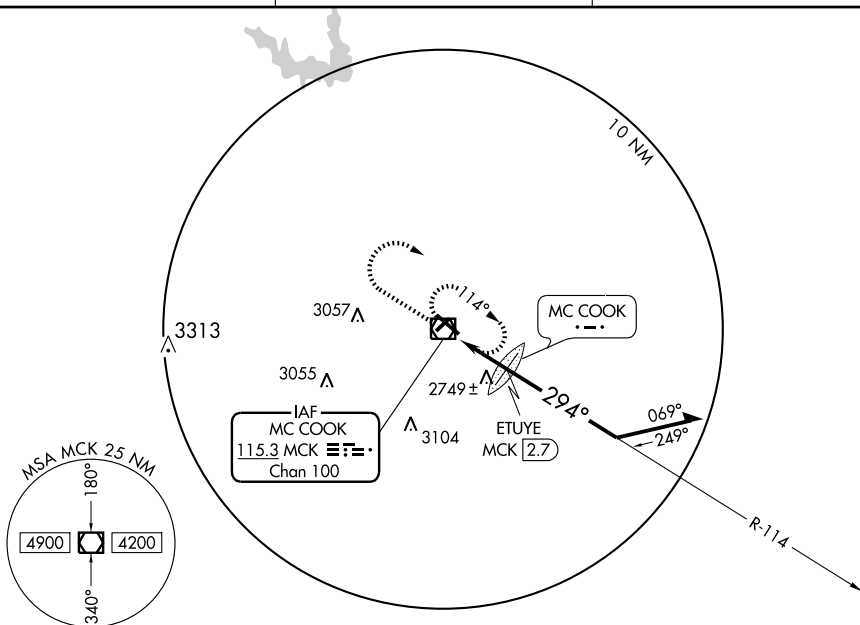
Rwy Idg	<b>5699</b>
TDZE	<b>2558</b>
Apt Elev	<b>2583</b>

VOR RWY 30

MC COOK BEN NELSON RGNL (MCK)

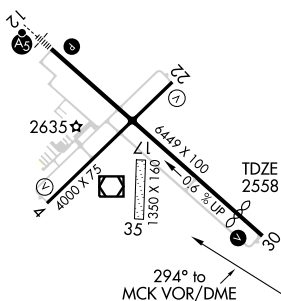
**T** If local altimeter setting not received, use Imperial Muni  
**A** altimeter setting and increase all MDAs 220 feet. VDP NA  
 when using Imperial Muni altimeter setting.

**MISSED APPROACH:** Climb to 4500 then climbing right turn to 5000 direct MCK VOR/DME and hold.

ASOS  
119.025DENVER CENTER  
132.7 397.85UNICOM  
122.8 (CTAF) **L**

ELEV 2583




**D**



REIL Rwy 30  
MIRL Rwys 4-22 and 12-30

MC COOK, NEBRASKA

Amdt 11 29JUL10

4500	5000	MCK
		
		<u>115.3</u>

VOR/DMF

Remain  
within 10 NM

200

\*3380 when using Imperial Muni altimeter setting.

CATEGORY	A	B	C	D
S-30	3160-1	602 (600-1)	3160-1 $\frac{3}{4}$ 602 (600-1 $\frac{3}{4}$ )	NA
CIRCLING	3160-1	577 (600-1)	3160-1 $\frac{3}{4}$ 577 (600-1 $\frac{3}{4}$ )	NA
ETUPE FIX MINIMUMS (DME or FM REQUIRED)				
S-30	3000-1	442 (500-1)	3000-1 $\frac{1}{4}$ 442 (500-1 $\frac{1}{4}$ )	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1 $\frac{1}{2}$ 457 (500-1 $\frac{1}{2}$ )	NA

MC COOK BEN NELSON RGNL (MCK)

VOR RWY 30

NC-2. 21 OCT 2010 to 18 NOV 2010

**MC COOK BEN NELSON RGNL** (MCK) 2 E UTC-6(-5DT) N40°12.38' W100°35.53'

2583 B S4 FUEL 100LL, JET A Class III, ARFF Index A NOTAM FILE MCK

RWY 12-30: H6449X100 (CONC) S-30, D-38 MIRL 0.6% up NW

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 38'. Tree.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 42'. Thld dsplcd 750'.

Rgt tfc.

RWY 04-22: H4000X75 (CONC) S-30, D-38 MIRL

RWY 04: VASI(V2L)—GA 3.0° TCH 26'. Rgt tfc. Pole.

RWY 22: VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 17-35: 1350X160 (TURF)

RWY 35: Rgt. tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 12: TORA-6448 TODA-6448 ASDA-5698 LDA-5698

RWY 30: TORA-6448 TODA-6448 ASDA-6448 LDA-5698

**AIRPORT REMARKS:** Attended daltg hrs. Parachute Jumping. Rwy 12 VASI restricted by 5° right and 8° left of inbound centerline. ACTIVATE VASI Rwy 30 and PAPI Rwy 12 and MALSR Rwy 12—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (308) 345-1193.**COMMUNICATIONS:** CTAF/UNICOM 122.8

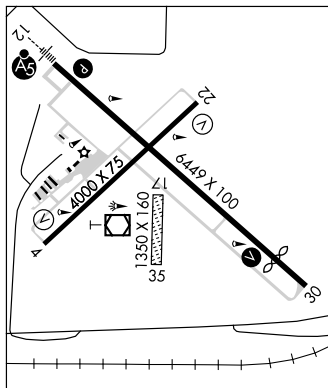
RCO 122.6 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 132.7

**AIRSPACE:** CLASS E svc 1100-0500Z† except holidays.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCK.

(H) VOR/DME 115.3 MCK Chan 100 N40°12.23' W100°35.65' at fld. 2571/8E.

ILS/DME 110.95 I-MCK Chan 46(Y) Rwy 12 LOC/DME unmonitored.

**MILLARD** (See OMAHA)**MILLER FLD** (See VALENTINE)**MINDEN****PIONEER VILLAGE FLD** (ØV3) 1 NE UTC-6(-5DT) N40°30.90' W98°56.74'

2160 B FUEL 100LL, MOGAS NOTAM FILE OLU

RWY 16-34: H3900X60 (CONC) S-30, D-52 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

RWY 34: PAPI(P2L)—GA 3.0° TCH 40'. Trees. Rgt tfc.

RWY 05-23: 1275X300 (TURF)

RWY 05: Tree.

RWY 23: Fence.

**AIRPORT REMARKS:** Attended 1300-2300Z†. For svc after hrs call 308-832-2809 or 832-2772. Rwy 16 unlighted pivot irrigation system rotates through approach area during irrigation season. Rwy 05 CLOSED for take offs. Ultralight activity on and invof arpt. Tower 1163' AGL, 3240' MSL 9 NM ENE. Rwy 05-23 marked with yellow markers. ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34—CTAF.

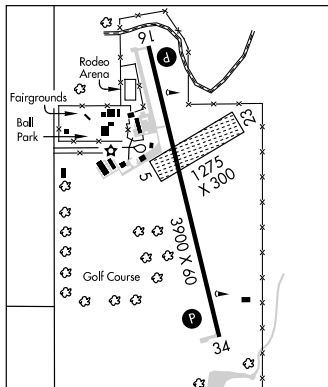
**COMMUNICATIONS:** CTAF/UNICOM 122.7

① MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE HSI.

HASTING (L) VOR/DME 108.8 HSI Chan 25 N40°36.27'

W98°25.78' 250° 24.2 NM to fld. 1950/7E. HIWAS.

**MODISETT** (See RUSHVILLE)

OMAHA

L-10H

IAP, AD

WAAS  
Ch 53714  
W16A

APP CRS  
159°

Rwy Idg	<b>3900</b>
TDZE	<b>2160</b>
Apt Elev	<b>2160</b>

## RNAV (GPS) RWY 16

MINDEN/PIONEER VILLAGE FIELD (ØV3)



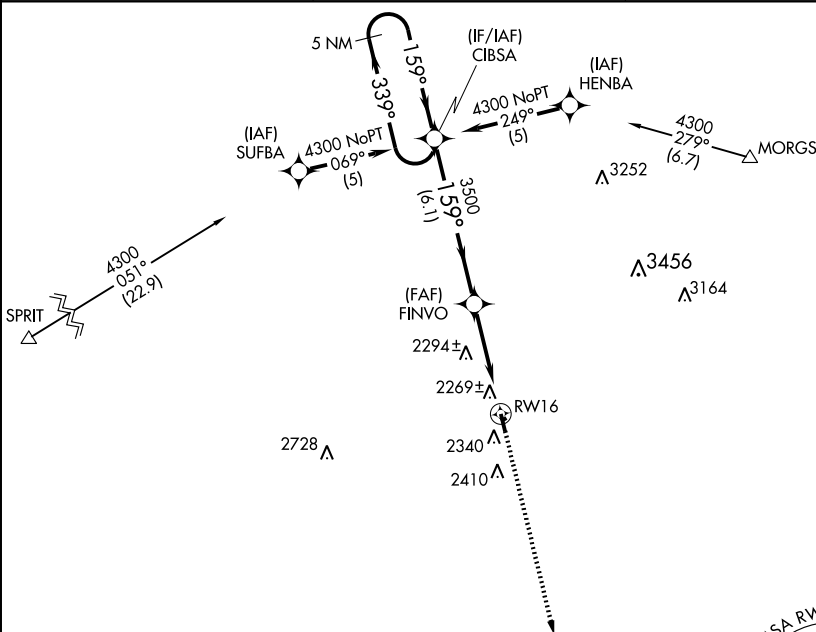
ANA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all cats visibility ¼ mile.

**MISSED APPROACH:** Climb to 3700 direct MEDOC and hold.

KEARNEY AWOS-3  
123.875

MINNEAPOLIS CENTER  
119.4 278.8

UNICOM  
122.7 (CTAF) **L**

ELEV 2160

TDZE  
2160

159° to  
RW16

91

34

MIRL Rwy 16-34 **L**  
MINDEN, NEBRASKA

MSA RW 16 25 NM

4500

5 NM  
Binding Pattern

CIBSA

3700

MEDOC

4300 .

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 40}$$

FINVO

3500

RW16

Diagram of a double-stranded DNA molecule. The top strand is labeled with a segment of 6.1 NM and another segment of 4.1 NM. The bottom strand is labeled with a segment of 6.1 NM and another segment of 4.1 NM. The segments are indicated by arrows and text labels.

CATEGORY	A	B	C	D
LPV DA	2445-1	285 (300-1)		NA
LNAV/ VNAV DA	2574-1½	414 (500-1½)		NA
LNAV MDA	2580-1	420 (500-1)		NA
CIRCLING	2680-1	520 (600-1)		NA

MINDEN/ PIONEER VILLAGE FIELD (ØV3)

RNAV (GPS) RWY 16

40°31'N-98°57'W

APP CRS	Rwy Idg	<b>3900</b>
<b>339°</b>	TDZE	<b>2160</b>
	Apt Elev	<b>2160</b>

# RNAV (GPS) RWY 34

MINDEN/ PIONEER VILLAGE FIELD (ØV3)

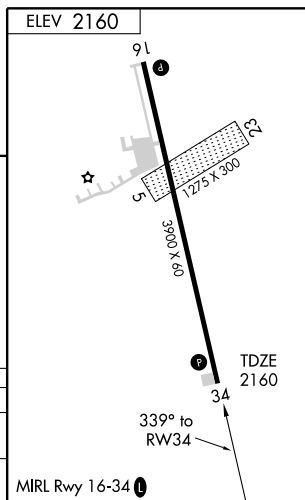
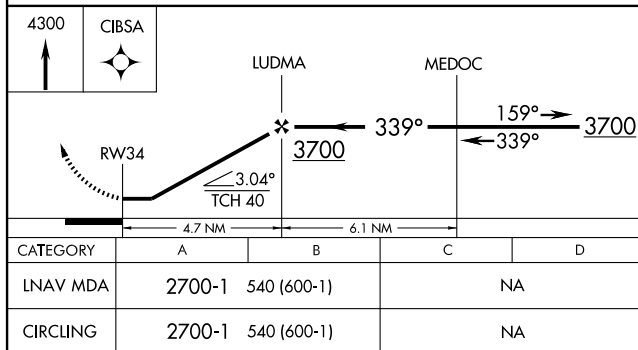
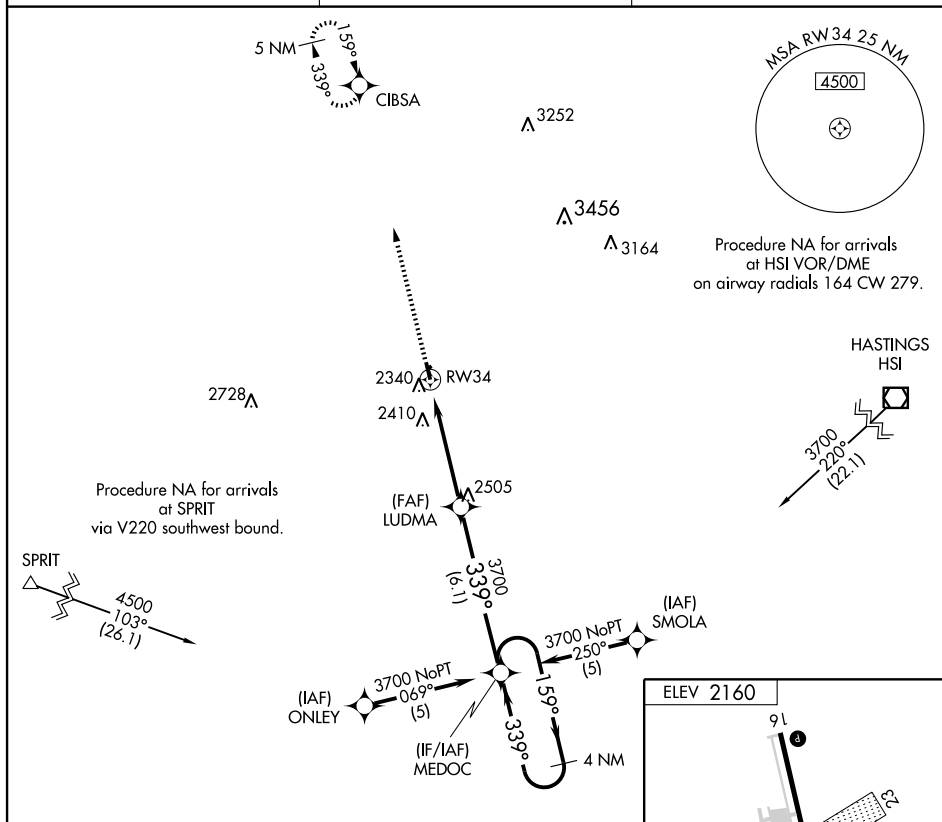
▼  
▲ NA  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4300  
direct CIBSA and hold.

KEARNEY AWOS-3  
**123.875**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.7 (CTAF) Ø**



VOR EAR <b>111.2</b>	APP CRS <b>338°</b>	Rwy Idg TDZE Apt Elev	<b>3900</b> <b>2160</b> <b>2160</b>
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**VOR RWY 34**

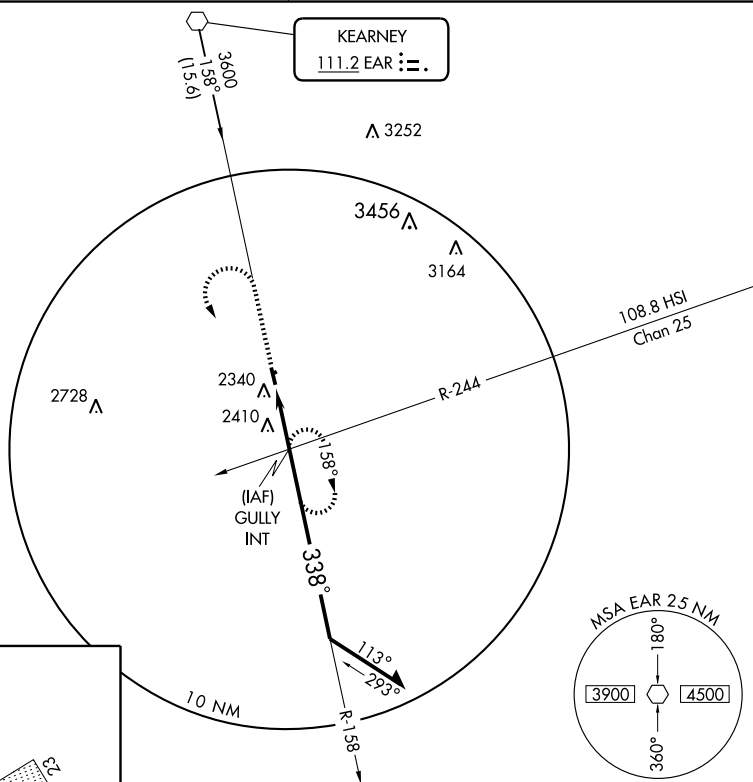
MINDEN/PIONEER VILLAGE FIELD (ØV3)



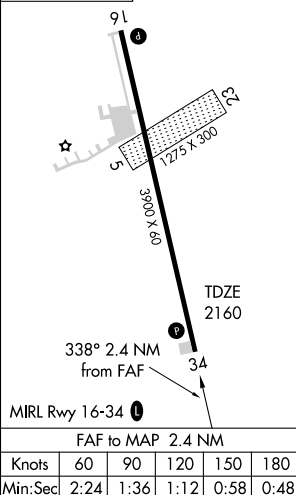
NA

Use Kearney altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 via EAR R-158 to GULLY Int and hold.

MINNEAPOLIS CENTER  
**119.4 278.8**UNICOM  
**122.7 (CTAF) Ø**

ELEV 2160



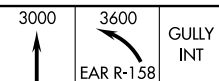
MIRL Rwy 16-34 Ø

FAF to MAP 2.4 NM

Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

MINDEN, NEBRASKA

Amdt 1C 07074



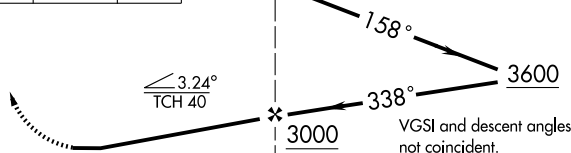
3000

3600

GULLY INT

GULLY INT

Remain within 10 NM



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-34	2720-1	560 (600-1)	2720-1½ 560 (600-1½)	NA
CIRCLING	2760-1	600 (700-1)	2760-1½ 600 (700-1½)	NA

MINDEN/PIONEER VILLAGE FIELD (ØV3)

**VOR RWY 34**

40°31'N-98°57'W



## MULLEN

**HOOKER CO** (MHN) 1 W UTC-7(-6DT) N42°03.00' W101°04.03'

CHEYENNE

3260 NOTAM FILE OLU

RWY 09-27: H2525X25 (ASPH) S-4

RWY 09: Thld dsplcd 100'. Hill.

RWY 27: Thld dsplcd 125'. Hill.

**AIRPORT REMARKS:** Unattended. Rwy 09-27 NSTD markings, numbers only, dsplcd thlds marked with white tires.

**COMMUNICATIONS:** CTAF 122.9

**NEBRASKA CITY MUNI** (AFK) 4 S UTC-6(-5DT) N40°36.33' W95°51.07'

OMAHA

1165 B S2 FUEL 100LL, JET A NOTAM FILE AFK

L-101

RWY 15-33: H4500X75 (CONC) S-30 MIRL

IAP

RWY 15: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 33: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 05-23: 2550X150 (TURF)

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0200Z†. For fuel call 402-873-7116. For svc/information call 402-873-7116.

ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (402) 873-7375.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

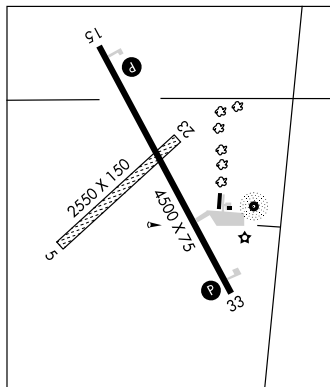
® OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 027° 28.8 NM to fld. 1360/5E. HIWAS.

NDB (MHW) 347 AFK N40°36.33' W095°51.65' at fld.



## NELIGH

**ANTELOPE CO** (4V9) 1 SW UTC-6(-5DT) N42°06.74' W98°02.39'

OMAHA

1774 B FUEL 100LL NOTAM FILE OLU

L-12H

RWY 01-19: H3700X60 (CONC) MIRL

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 41'. Hill.

RWY 19: PAPI(P2L)—GA 3.5° TCH 41'. Trees.

RWY 13-31: H3310X50 (ASPH) S-4 LIRL

RWY 13: Thld dsplcd 405'. Road.

RWY 31: Thld dsplcd 405'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13: TORA-3310 TODA-3310 ASDA-3310 LDA-2905

RWY 31: TORA-3310 TODA-3310 ASDA-3310 LDA-2905

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Rwy 13-31 Twy turn off lgts only. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF; after 0200Z† ACTIVATE LIRL Rwy 13-31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

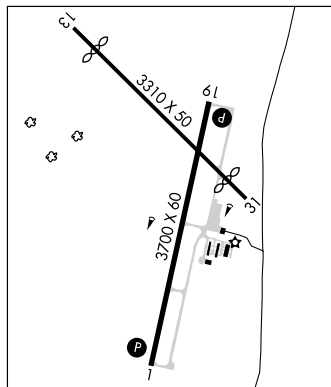
MINNEAPOLIS APP/DEP CON 128.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ONL.

O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23'

W98°41.22' 116° 36.0 NM to fld. 2030/10E. HIWAS.

**COMM/WEATHER REMARKS:** Unicom not monitored.



**NORFOLK** N41°59.28' W97°26.08' NOTAM FILE OFK.

OMAHA

(L) VOR/DME 109.6 OFK Chan 33 at Karl Stefan Mem.

L-12H

VOR/DME unusable:

150°-210° byd 30 NM blo 4000'

VOR unusable 210°-255° byd 34 NM blo 3500';

DME unusable 210°-255° byd 34 NM blo 4000'

RCO 122.15 (COLUMBUS RADIO)

255°-150° byd 34 NM blo 3300'

NDB AFK <b>347</b>	APP CRS <b>136°</b>	Rwy Ldg TDZE <b>1161</b> Apt Elev <b>1165</b>
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# NDB RWY 15

NEBRASKA CITY MUNI (AFK)



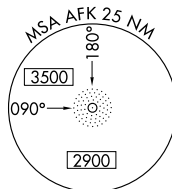
NA

Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AFK NDB and hold.

AWOS-3  
**128.325**OMAHA APP CON  
**120.1 354.05**UNICOM  
**122.7 (CTAF) 0**

△ 1696



PAWNEE CITY  
112.4 PWE :::::  
Chan 72

Remain  
within 10 NM

NDB

3000

AFK

347

3000

CATEGORY	A	B	C	D
S-15	1860-1	699 (700-1)	NA	
CIRCLING	1860-1	695 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-15	1980-1 819 (900-1)	1980-1 ¼ 819 (900-1 ¼)	NA	
CIRCLING	1980-1 815 (900-1)	1980-1¼ 815 (900-1 ¼)	NA	

ELEV 1165

136° to  
AFK NDB

SL

TDZE  
1161

4500 X 75

25

2500 X 150

SL

△ 1299±

MIRL Rwy 15-33 0

Knots	60	90	120	150	180
Min:Sec					

NDB AFK <b>347</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev <b>4500</b> <b>1161</b> <b>1165</b>
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# NDB RWY 33

NEBRASKA CITY MUNI (AFK)

**NA** Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

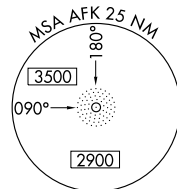
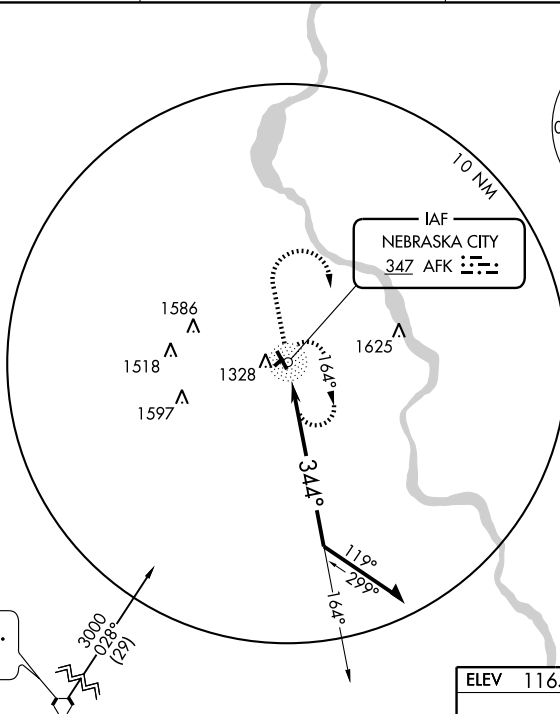
MISSED APPROACH: Climb to 2600 then right turn direct AFK NDB and hold.

AWOS-3  
**128.325**

OMAHA APP CON  
**120.1 354.05**

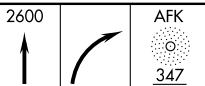
UNICOM  
**122.7 (CTAF)**

△ 1696



IAF  
NEBRASKA CITY  
347 AFK

PAWNEE CITY  
112.4 PWE  
Chan 72



NDB

Remain within 10 NM

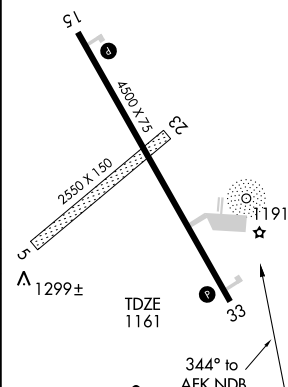
3000

CATEGORY	A	B	C	D
S-33	1840-1	679 (700-1)	NA	
CIRCLING	1840-1	675 (700-1)	NA	

### OMAHA ALTIMETER SETTING MINIMUMS

S-33	1960-1 799 (800-1)	1960-1 ¼ 799 (800-1 ¼)	NA
CIRCLING	1960-1 795 (800-1)	1960-1 ¼ 795 (800-1 ¼)	NA

ELEV 1165



MIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					

WAAS CH <b>86407</b> <b>W15A</b>	APP CRS <b>146°</b>	Rwy Idg <b>4500</b> TDZE <b>1162</b> Apt Elev <b>1165</b>
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# RNAV (GPS) RWY 15

NEBRASKA CITY MUNI (AFK)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

**MISSED APPROACH:** Climb to 3000 direct OJEKE and hold.

AWOS-3  
**128.325**

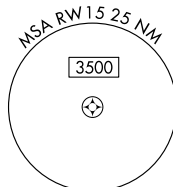
OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals at OVR VORTAC via V138 northeast bound, and arrivals at PWE VORTAC via V71 southeast bound.

2229

OMAHA  
OVR



4000  
193°  
(22.2)

(IAF)  
KALDE

4 NM

146°

326°

3000 NoPT

056°  
(5)

(IAF)  
JADIB

2800

146°

(IF/IAF)  
JUPMO

(FAF)  
IGUSE

1279±

1586

1518

1269±

1328

1597

1625

RW15

PAWNEE CITY  
PWE

4000  
005°  
(32.6)

MISSED APCH FIX

OJEKE

147°

327°

4 NM

ELEV 1165

146° to  
RW15

51

TDZE  
1162

4500 X 75

2500 X 150

1191

33

1299±

MIRL Rwy 15-33 0

4 NM  
Holding Pattern

JUPMO

3000

OJEKE

\* LNAV only

3000

← 326°

146° →

146°

IGUSE

\* 1.2 NM to  
RW15

2800

RW15

6.3 NM

3.7 NM

1.2 NM

GS 3.00°  
TCH 52

CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)		NA
LNAV/VNAV DA	1539-1¼	377 (400-1¼)		NA
LNAV MDA	1580-1	418 (500-1)		NA
CIRCLING	1640-1	475 (500-1)		NA

WAAS CH <b>45707</b> <b>W33A</b>	APP CRS <b>327°</b>	Rwy Idg TDZE <b>1162</b> Apt Elev <b>1165</b>
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# RNAV (GPS) RWY 33

NEBRASKA CITY MUNI (AFK)

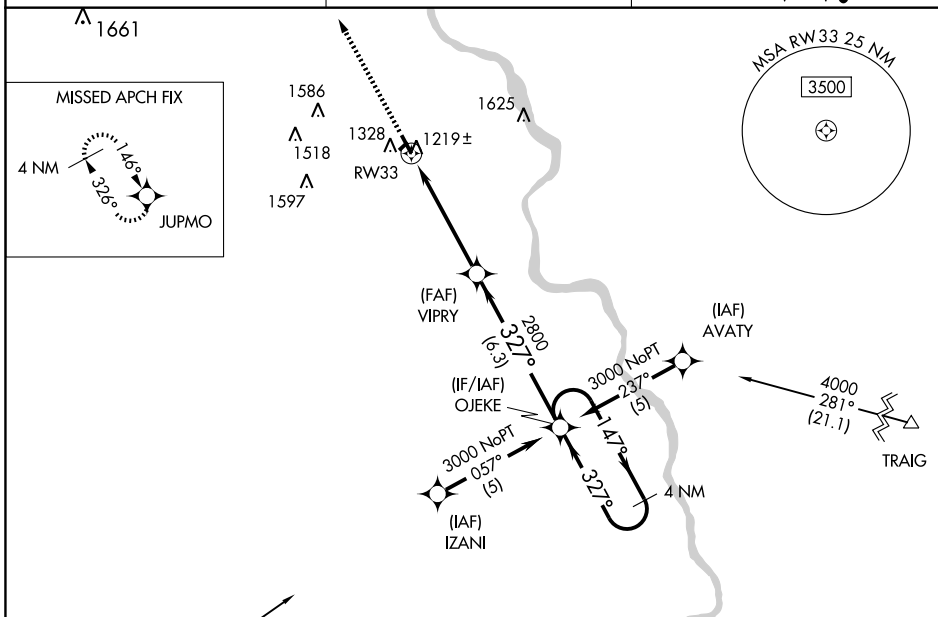
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 3000 direct JUPMO and hold.

AWOS-3  
**128.325**

OMAHA APP CON  
**120.1 354.05**

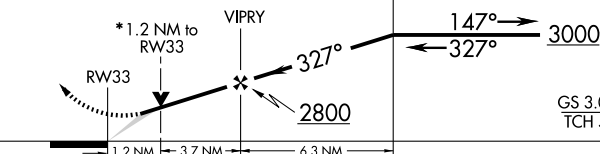
UNICOM  
**122.7 (CTAF) 0**



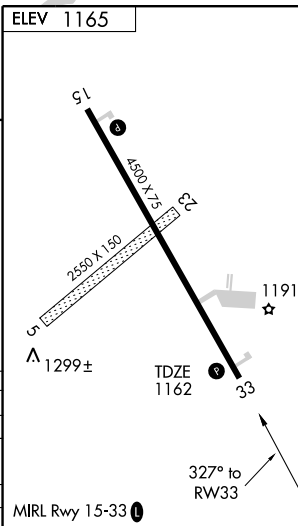
3000

JUPMO

\* LNAV only



CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)		NA
LNAV/VNAV DA	1526-1¼	364 (400-1¼)		NA
LNAV MDA	1600-1	438 (500-1)		NA
CIRCLING	1640-1	475 (500-1)		NA



## MULLEN

**HOOVER CO** (MHN) 1 W UTC-7(-6DT) N42°03.00' W101°04.03'

CHEYENNE

3260 NOTAM FILE OLU

RWY 09-27: H2525X25 (ASPH) S-4

RWY 09: Thld dsplcd 100'. Hill.

RWY 27: Thld dsplcd 125'. Hill.

**AIRPORT REMARKS:** Unattended. Rwy 09-27 NSTD markings, numbers only, dsplcd thlds marked with white tires.

**COMMUNICATIONS:** CTAF 122.9

**NEBRASKA CITY MUNI** (AFK) 4 S UTC-6(-5DT) N40°36.33' W95°51.07'

OMAHA

1165 B S2 FUEL 100LL, JET A NOTAM FILE AFK

L-101

RWY 15-33: H4500X75 (CONC) S-30 MIRL

IAP

RWY 15: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 33: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 05-23: 2550X150 (TURF)

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0200Z†. For fuel call 402-873-7116. For svc/information call 402-873-7116.

ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (402) 873-7375.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

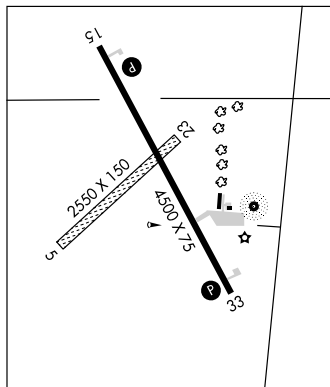
® OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 027° 28.8 NM to fld. 1360/5E. HIWAS.

NDB (MHW) 347 AFK N40°36.33' W095°51.65' at fld.



## NELIGH

**ANTELOPE CO** (4V9) 1 SW UTC-6(-5DT) N42°06.74' W98°02.39'

OMAHA

1774 B FUEL 100LL NOTAM FILE OLU

L-12H

RWY 01-19: H3700X60 (CONC) MIRL

IAP

RWY 01: PAPI(P2L)—GA 3.0° TCH 41'. Hill.

RWY 19: PAPI(P2L)—GA 3.5° TCH 41'. Trees.

RWY 13-31: H3310X50 (ASPH) S-4 LIRL

RWY 13: Thld dsplcd 405'. Road.

RWY 31: Thld dsplcd 405'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13: TORA-3310 TODA-3310 ASDA-3310 LDA-2905

RWY 31: TORA-3310 TODA-3310 ASDA-3310 LDA-2905

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Rwy 13-31 Twy turn off lgts only. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19—CTAF; after 0200Z† ACTIVATE LIRL Rwy 13-31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

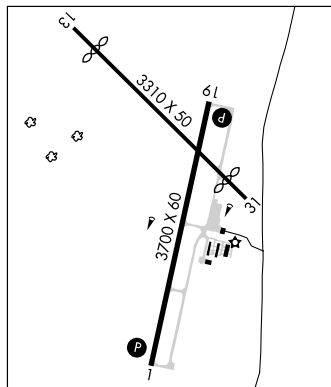
MINNEAPOLIS APP/DEP CON 128.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ONL.

O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23'

W98°41.22' 116° 36.0 NM to fld. 2030/10E. HIWAS.

**COMM/WEATHER REMARKS:** Unicom not monitored.



**NORFOLK** N41°59.28' W97°26.08' NOTAM FILE OFK.

OMAHA

(L) VOR/DME 109.6 OFK Chan 33 at Karl Stefan Mem.

L-12H

VOR/DME unusable:

150°-210° byd 30 NM blo 4000'

VOR unusable 210°-255° byd 34 NM blo 3500';

DME unusable 210°-255° byd 34 NM blo 4000'

255°-150° byd 34 NM blo 3300'

RCO 122.15 (COLUMBUS RADIO)

WAAS CH <b>72914</b> <b>W01A</b>	APP CRS <b>008°</b>	Rwy Idg <b>3700</b> TDZE <b>1774</b> Apt Elev <b>1774</b>
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# RNAV (GPS) RWY 1

NELIGH/ANTELOPE COUNTY (4V9)

**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA.  
**▲** NA Use Albion altimeter setting; when not received,  
 use Norfolk altimeter setting and increase all DA/MDA  
 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

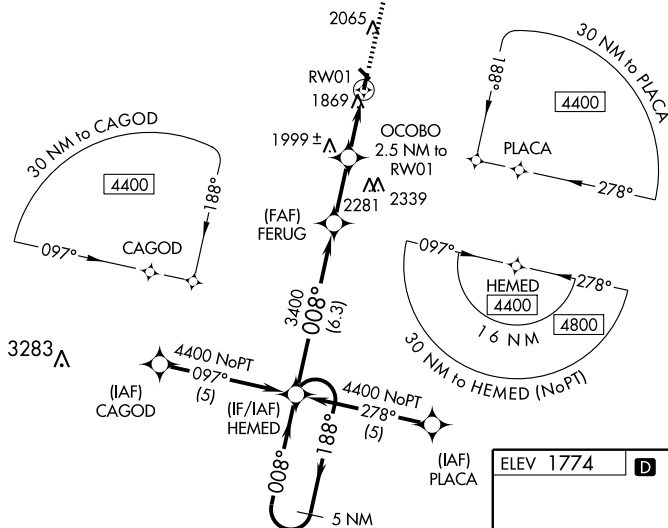
MISSED APPROACH: Climb to 4400 direct MODPY and hold.

MINNEAPOLIS CENTER  
**128.0 385.5**

UNICOM  
**122.8 (CTAF) 1**

O'NEILL MOA

MISSED APCH FIX



ELEV 1774

**D**

5 NM  
 Holding Pattern

**4400**

**188°**

**008°**

**008°**

**FERUG**

**OCOBO**

2.5 NM to RW01

**\*LNAV only**

**\*2600**

**RW01**

GS 3.00°  
 TCH 41

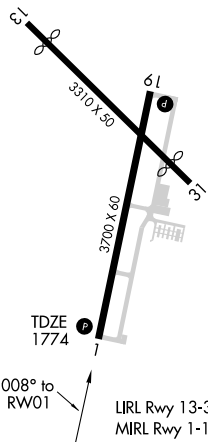
**3400**

6.3 NM

2.4 NM

2.5 NM

CATEGORY	A	B	C	D
LPV DA	2181-1½	407 (500-1½)	NA	NA
LNAV/VNAV DA	2197-1½	423 (500-1½)	NA	NA
LNAV MDA	2320-1	546 (600-1)	NA	NA
CIRCLING	2360-1 586 (600-1)	2440-1 666 (700-1)	NA	NA



TDZE  
 1774

008° to  
 RW01

LIRL Rwy 13-31  
 MIRL Rwy 1-19

APP CRS **188°**  
 Rwy Idg **3700**  
 TDZE **1762**  
 Apt Elev **1774**

# RNAV (GPS) RWY 19

NELIGH/ ANTELOPE COUNTY (4V9)



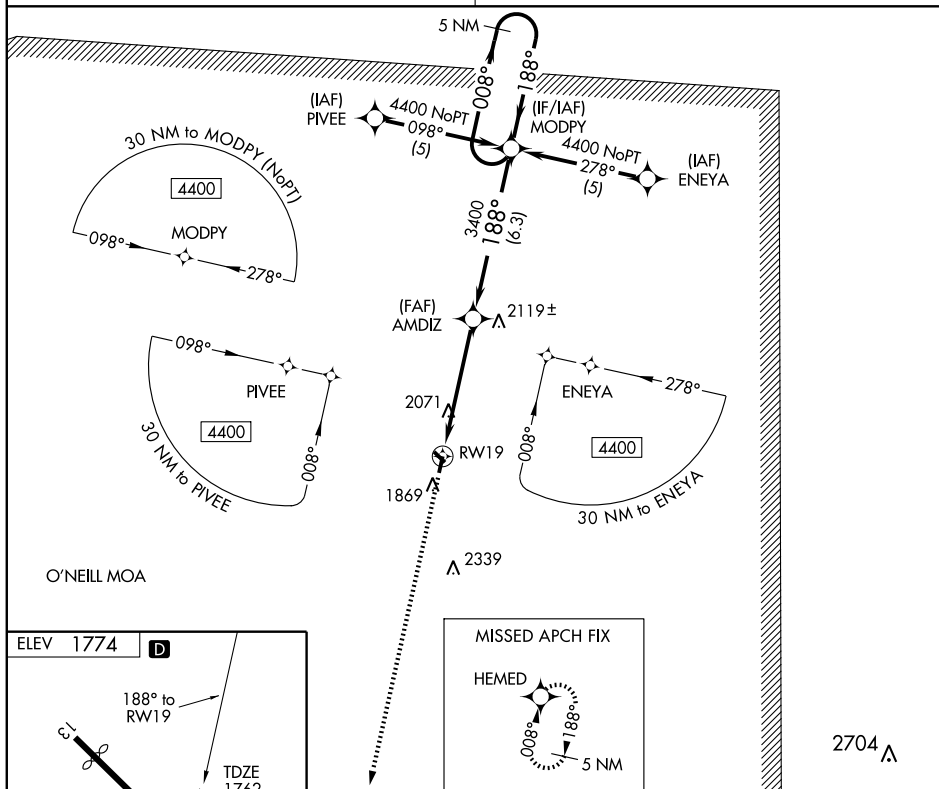
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Albion altimeter setting, when not received, use Norfolk altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4400 direct HEMED and hold.

MINNEAPOLIS CENTER  
**128.0 385.5**

UNICOM  
**122.8 (CTAF) 1**



ELEV 1774

D

188° to RW19

TDZE 1762

3310 X 50

61

3700 X 40

15

1

URL Rwy 13-31 **1**  
 MRL Rwy 1-19 **1**

NELIGH, NEBRASKA  
 Orig 17DEC09

42°07'N - 98°02'W

NELIGH/ ANTELOPE COUNTY (4V9)  
**RNAV (GPS) RWY 19**

NC-2, 21 OCT 2010 to 18 NOV 2010

4400	HEMED	MODPY	5 NM Holding Pattern
↑	✧	008° → 4400	← 188°
RW19	AMDIZ	3400	188°
≤ 3.04°	TCH 41	5 NM	6.3 NM
VGSI and descent angles not coincident.			
CATEGORY	A	B	C D
LNAV MDA	2380-1	618 (700-1)	NA
CIRCLING	2380-1 606 (700-1)	2440-1 666 (700-1)	NA



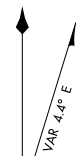
10210

## AIRPORT DIAGRAM

AL-974 (FAA)

NORFOLK/KARL STEFAN MEMORIAL (OFK)  
NORFOLK, NEBRASKAASOS  
119.025  
CTAF/UNICOM  
122.7

D

ELEV  
1543JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° WELEV  
1530

61

41°59.5'N

RWY 01-19  
S-60, D-192, 2S-175, 2D-360  
RWY 14-32  
S-75, D-192, 2S-175, 2D-400

HANGARS

HANGARS

★ 1597

TERMINAL

41°59.0'N

5800 X 100

317.5°

ELEV  
1564

32

FIELD  
ELEV  
1573

1

97°26.5'W

97°26.0'W

## AIRPORT DIAGRAM

10210

NORFOLK, NEBRASKA  
NORFOLK/KARL STEFAN MEMORIAL (OFK)

NC-2, 21 OCT 2010 to 18 NOV 2010

## NORFOLK

**KARL STEFAN MEM** (OFK) 3 SW UTC-6(-5DT) N41°59.13' W97°26.11'

OMAHA

1573 B S4 FUEL 100LL, JET A NOTAM FILE OFK

H-5C, L-12H

RWY 01-19: H5800X100 (ASPH-PFC) S-60, D-192, 2S-175, 2D-360 HIRL 0.7% up S

IAP, AD

RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 19: VASI(V4L)—GA 3.0° TCH 41'. Tree.

RWY 14-32: H5800X100 (ASPH-PFC) S-75, D-192, 2S-175, 2D-400 MIRL 0.4% up SE

RWY 14: VASI(V4L)—GA 3.0° TCH 33'. Thld dsplcd 283'. Railroad.

RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 32'. Thld dsplcd 357'. Tree.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-5443 TODA-5800 ASDA-5443 LDA-5160

RWY 32: TORA-5517 TODA-5800 ASDA-5517 LDA-5160

**AIRPORT REMARKS:** Attended dalgt hrs. For svc after hrs call

402-841-5130. Rwy 19 designated as the calm wind rwy and all rwys have left hand tfc only. ACTIVATE HIRL Rwy 01-19, and MIRL Rwy 14-32, MALSR Rwy 01, VASI Rwy 19 and Rwy 14 and PAPI Rwy 01 and Rwy 32 and REIL Rwy 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (402) 644-4480.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

NORFOLK RCO 122.15 (COLUMBUS RADIO)

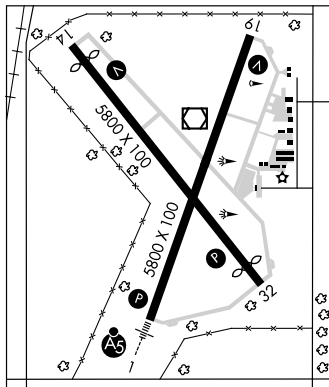
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

NORFOLK (L) VOR/DME 109.6 OFK Chan 33 N41°59.28'

W97°26.08' at fld. NOTAM FILE OFK.

CARSY NDB (LOM) 510 OF N41°53.26' W97°28.82' 014° 6.2 NM to fld. NOTAM FILE OFK.

ILS 111.5 I-OFK Rwy 01 Class IE. LOM CARSY NDB. ILS unmonitored.



## NORTH OMAHA (See OMAHA)

## NORTH PLATTE RGNL AIRPORT LEE BIRD FLD (LBF) 3 E UTC-6(-5DT)

OMAHA

N41°07.57' W100°41.02'

H-5B, L-10H, 12G

2777 B S4 FUEL 100LL, JET A OX 2, 3, 4 TPA—See Remarks ARFF Index—See Remarks

IAP, AD

NOTAM FILE LBF

RWY 12-30: H8000X150 (CONC-GRVD) S-75, D-110, 2S-139, 2D-190 HIRL

RWY 12: VASI(V4L)—GA 3.0° TCH 55'.

RWY 30: MALSR. PAPI (P4L)—GA 3.0° TCH 55'.

RWY 17-35: H4436X100 (ASPH) S-28, D-48, 2D-86 MIRL

RWY 17: Road.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 37'. Thld dsplcd 301'. Tree.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4436 TODA-4436 ASDA-4135 LDA-4135

RWY 35: TORA-4436 TODA-4436 ASDA-4436 LDA-4135

**AIRPORT REMARKS:** Attended 1200-0500Z±. 5 foot dike +3' fence 100' from approach end Rwy 35. Waterfowl on and invof the arpt. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 308-532-1900. ARFF Index B equipment provided. All Category D acft (with speeds of 141-166 knots) operating on Rwy 12-30 must maintain a TPA of 1,500' TPA 4277 (1500) when in the tfc pattern. ACTIVATE HIRL Rwy 12-30, MIRL Rwy 17-35, VASI Rwy 12 and Rwy 35, PAPI Rwy 30, MALSR Rwy 30 and REIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.425 (308) 534-1617.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

LEE BIRD RCO 122.5 (COLUMBUS RADIO)

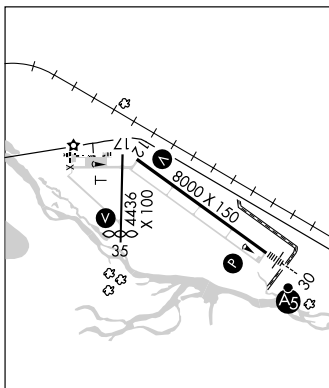
Ⓡ DENVER CENTER APP/DEP CON 132.7 CLNC DEL 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.

(L) VORTACW 117.4 LBF Chan 121 N41°02.92' W100°44.83' 020° 5.5 NM to fld. 2964/11E. HIWAS.

PANBE NDB (LOM) 416 LB N41°04.10' W100°34.35' 296° 6.1 NM to fld. Unmonitored.

ILS 111.5 I-LBF Rwy 30 Class IC. LOM PANBE NDB. LOM unmonitored.



LOC I-OFK <b>111.5</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev	<b>5800</b> <b>1573</b> <b>1573</b>
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## ILS or LOC RWY 1

NORFOLK /KARL STEFAN MEMORIAL (OFK)

**NA** DME from OFK VOR/DME. If local altimeter setting not received, use Columbus Muni altimeter and increase all DAs/MDAs 100 feet.

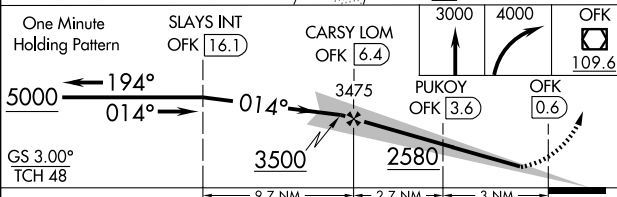
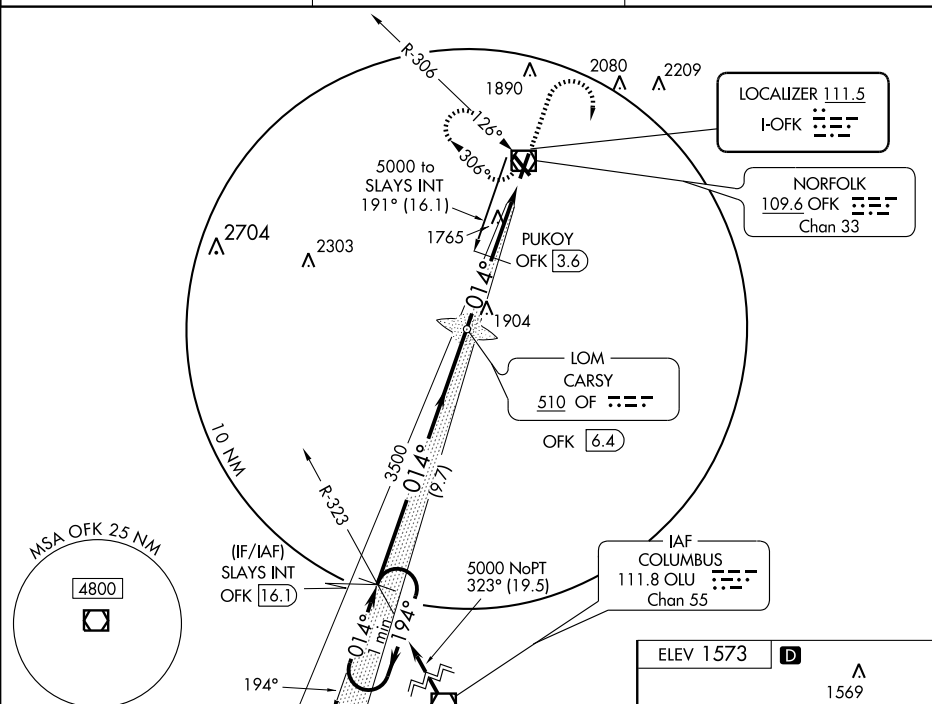


MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct OFK VOR/DME and hold.

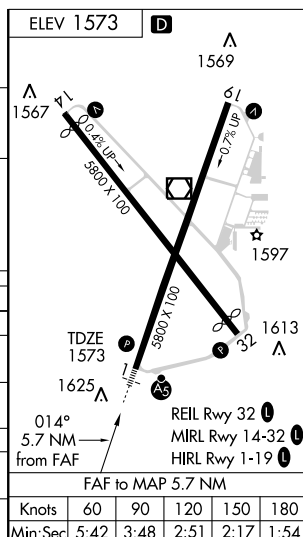
ASOS  
**119.025**

COLUMBUS RADIO  
**122.15**

UNICOM  
**122.7 (CTAF)**



CATEGORY	A	B	C	D
S-ILS-1	1773-½ 200 (200-½)			NA
S-LOC-1	2160-½	587 (600-½)	2160-1 587 (600-1)	NA
CIRCLING	2160-1	587 (600-1)	2160-1½ 587 (600-1½)	NA
DME MINIMUMS				
S-LOC-1	2020-½	447 (500-½)	2020-¾ 447 (600-¾)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



WAAS CH <b>50120</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev	<b>5800</b> <b>1573</b> <b>1573</b>
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## RNAV (GPS) RWY 1

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

- ▼** For inoperative MALS, increase LPV all Cats visibility to 1¼, and LNAV Cat A/B visibility to 1.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting. For inoperative MALS when using Wayne altimeter setting, increase LPV all Cats visibility to 1½.

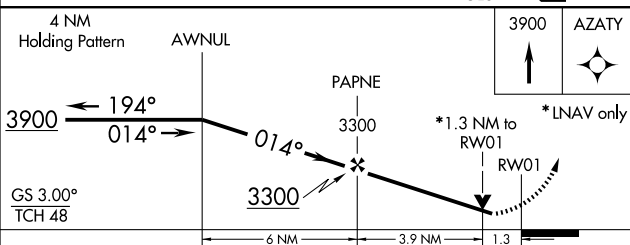
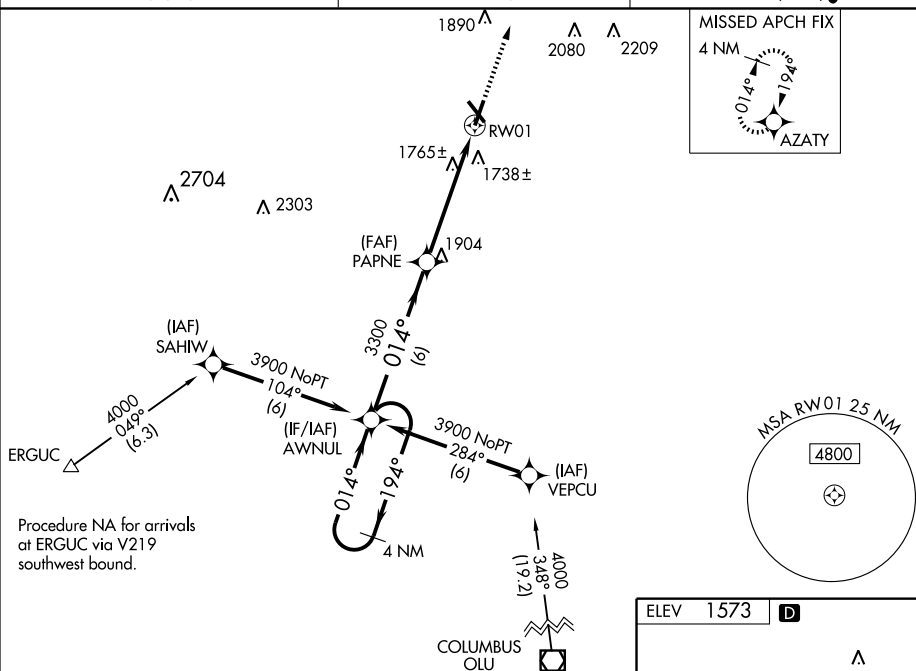


**MISSED APPROACH:**  
Climb to 3900 direct AZATY and hold.

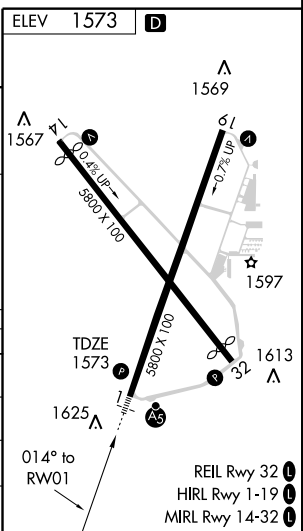
ASOS  
**119.025**

COLUMBUS RADIO  
**122.15**

UNICOM  
**122.7 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	1950-¾	377 (400-¾)		NA
LNAV/VNAV DA	2100-1¼	527 (600-1¼)		NA
LNAV MDA	2020-¾	447 (500-¾)		NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



WAAS CH <b>62915</b> <b>W14A</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>5160</b> <b>1544</b> <b>1573</b>
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# RNAV (GPS) RWY 14

NORFOLK/KARL STEFAN MEMORIAL (OFK)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

**MISSED APPROACH:**  
Climb to 3900 direct  
AYEDU and hold.

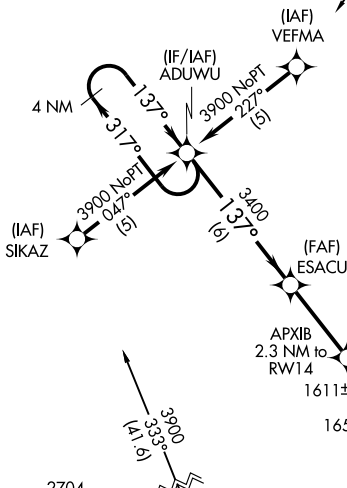
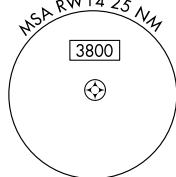
ASOS  
**119.025**

COLUMBUS RADIO  
**122.15**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals at MAGET  
via V181 northbound.

MAGET



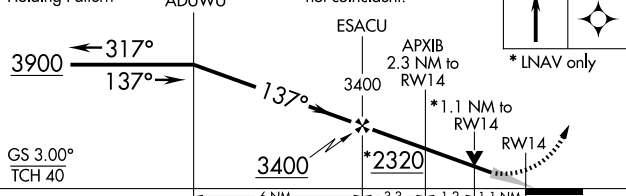
▲ 2799

Procedure NA for arrivals at  
Columbus VOR/DME via  
V71 southeast bound.

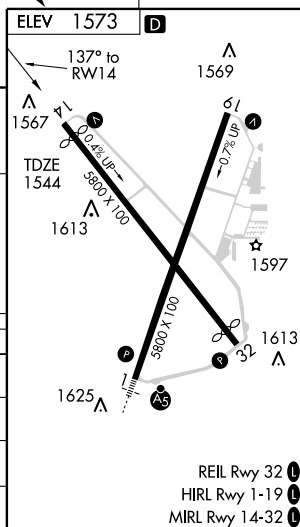
4 NM  
Holding Pattern

VGSI and RNAV glidepath  
not coincident.

3900 AYEDU



CATEGORY	A	B	C	D
LPV DA	1825-1	281 (300-1)		NA
LNAV/VNAV DA	1929-1½	385 (400-1½)		NA
LNAV MDA	1920-1	376 (400-1)		NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



REIL Rwy 32 0  
HIRL Rwy 1-19 0  
MIRL Rwy 14-32 0

# RNAV (GPS) RWY 19

## NORFOLK/ KARL STEFAN MEMORIAL (OFK)

**MISSED APPROACH:**  
Climb to 3900 direct  
AWNUL and hold.

Procedure NA for arrivals at HARDS via V181 northbound.

3900  
183° (21.8)

HARDS

(IAF) SIMZU

3900 NoPT  
104° (6)

4 NM

014°

194°

(IF/IAF) AZATY

3900 NoPT  
285° (6)

(IAF) VEDTI

3900  
257° (17)

PENDE

Procedure NA for arrivals at PENDE via V219 northeast bound.

3400  
194° (6)

(FAF) EJEHO

1890

2080

2209

1615±

RW19

2704

2303

ELEV 1573

194° to RW19

MISSED APCH FIX

AWNUL

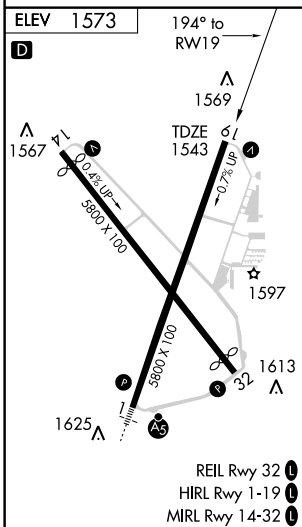
014°

194°

4 NM

MSA RW19 25 NM

3900



VGS1 and RNAV glidepath not coincident.

AWNUL

3900

EJEHO  
3400

AZATY

Holding Pattern

014° →  
← 194°

3900

RW19

5.6 NM

6 NM

GS 3.00°  
TCH 48

CATEGORY	A	B	C	D
LPV DA	1820-1 277 (300-1)			
RNAV/ VNAV DA	1900-1¼ 357 (400-1¼)			
LNAV MDA	2180-1 637 (700-1)	2180-1¾ 637 (700-1¾)		2180-2 637 (700-2)
CIRCLING	2180-1 607 (700-1)	2180-1¾ 607 (700-1¾)		2180-2 607 (700-2)

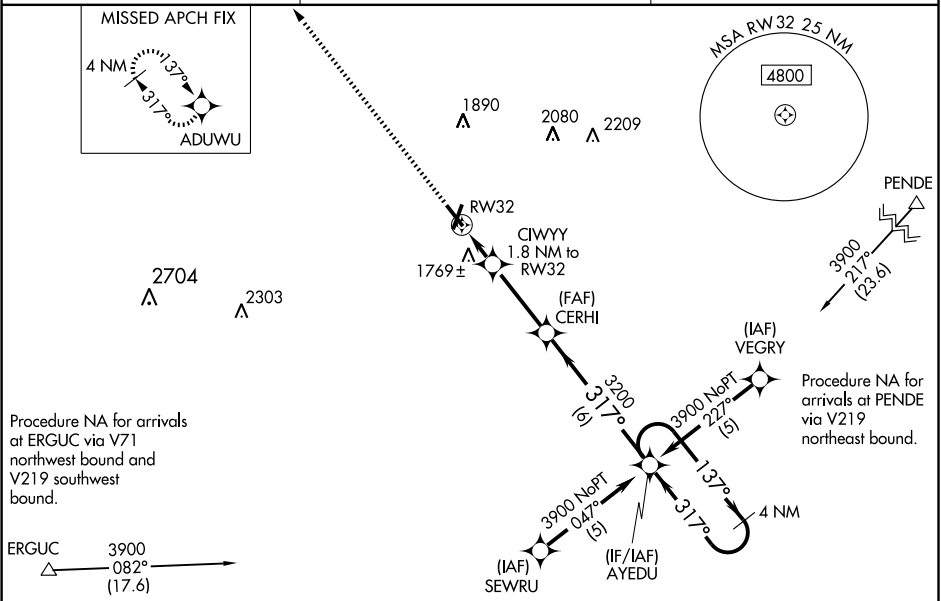
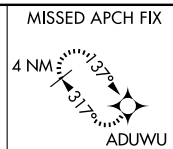
NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2: 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32  
NORFOLK/KARL STEFAN MEMORIAL (OFK)

**MISSED APPROACH:**  
Climb to 3900 direct  
ADUWU and hold.

ASOS <b>119.025</b>	COLUMBUS RADIO <b>122.15</b>	UNICOM <b>122.7 (CTAF) ①</b>
------------------------	---------------------------------	---------------------------------



**VGSI and RNAV glidepath not coincident.**

**\* LNAV only**

**4 NM Holding Pattern**

**3900**

**ADUWU**

**CERHI**

**AYEDU**

**RW32**

**CIWYY**

**1.8 NM to RW32**

**1.2 NM to RW32**

**3200**

**2180**

**137°**

**317°**

**GS 3.00°**

**TCH 52'**

CATEGORY	A	B	C	D
LPV DA	1858-1 298 (300-1)			NA
LNAV/VNAV DA	2091-1¾ 531 (600-1¾)			NA
LNAV MDA	2020-1 460 (500-1)	2020-1¼ 460 (500-1¼)		NA
CIRCLING	2080-1 507 (600-1)	2080-1½ 507 (600-1½)		NA

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

VOR/DME OFK <b>109.6</b> Chan <b>33</b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev <b>5800</b> <b>1573</b> <b>1573</b>
---	------------------------	--

**VOR RWY 1**

NORFOLK/ KARL STEFAN MEMORIAL (OFK)



NA

For inoperative MALS, increase S-1 and Cat A and B visibility to 1 mile.

MALS



MISSED APPROACH: Climb to 2800, then climbing left turn to 3300 direct OFK VOR/DME and hold.

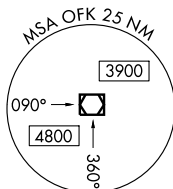
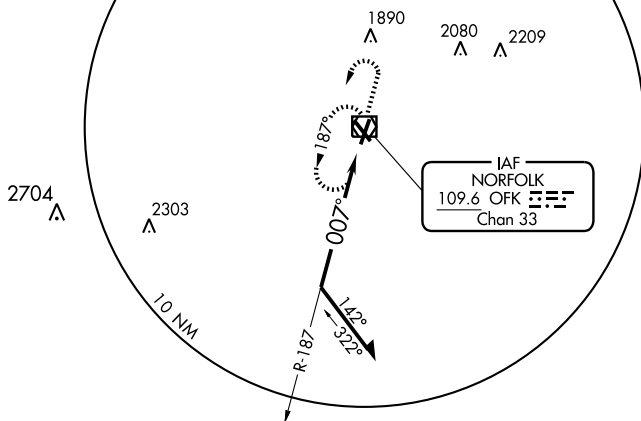
ASOS

**119.025**

COLUMBUS RADIO

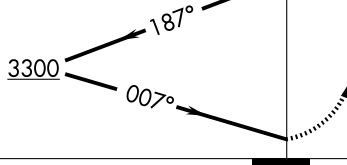
**122.15**

UNICOM

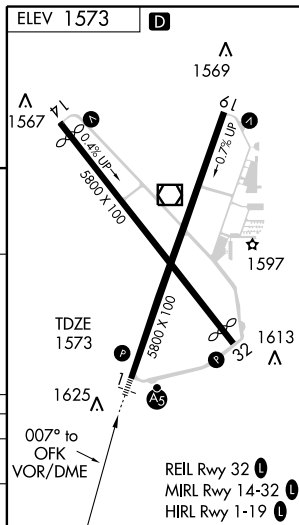
**122.7 (CTAF) 0**

Remain within 10 NM

VOR/DME



CATEGORY	A	B	C	D
S-1	2220-3/4	647 (700-3/4)	2220-1 1/4 647 (700-1 1/4)	NA
CIRCLING	2220-1	647 (700-1)	2220-1 3/4 647 (700-1 3/4)	NA





VOR/DME OFK  
**109.6**  
Chan **33**

APP CRS  
125°

Rwy Idg	<b>5160</b>
TDZE	<b>1543</b>
Apt Elev	<b>1573</b>

VOR RWY 14

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

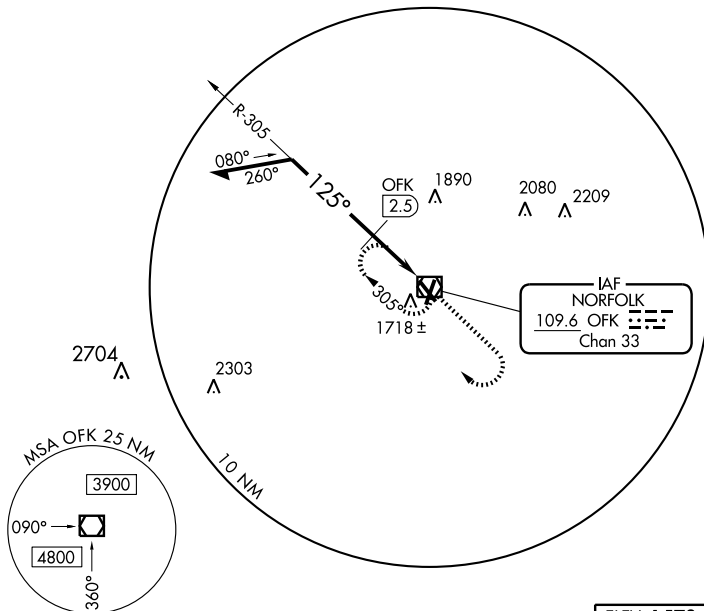


**A NA**

**MISSED APPROACH:** Climb to 3400, then right turn direct OFK VOR/DME and hold.

ASOS  
**119.025**

COLUMBUS RADIO  
**122.15**

UNICOM  
122.7 (CTAF) **L**

ELEV 1573

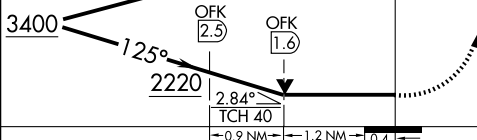
**D**

Remain  
within 10 NM

VOR/DME

400

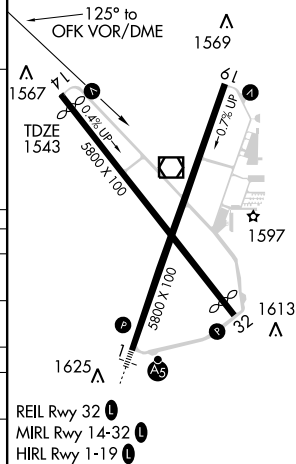
109.6



CATEGORY	A	B	C	D
S-14	2220-1	677 (700-1)	2220-2 677 (700-2)	NA
CIRCLING	2220-1	647 (700-1)	2220-2 647 (700-2)	NA

## DME MINIMUMS

S-14	1980-1 437 (500-1)	1980-1¼ 437 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)	2080-1½ 507 (600-1½)	NA



NORFOLK, NEBRASKA

Amdt 7 09351

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

41° 59'N-97°26'W

VOR RWY 14

NC-2. 21 OCT 2010 to 18 NOV 2010

VOR/DME OFK <b>109.6</b> Chan <b>33</b>	APP CRS <b>192°</b>	Rwy Idg TDZE <b>1544</b> Apt Elev <b>1573</b>
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**VOR RWY 19**

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

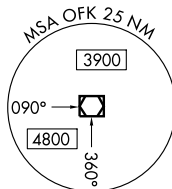
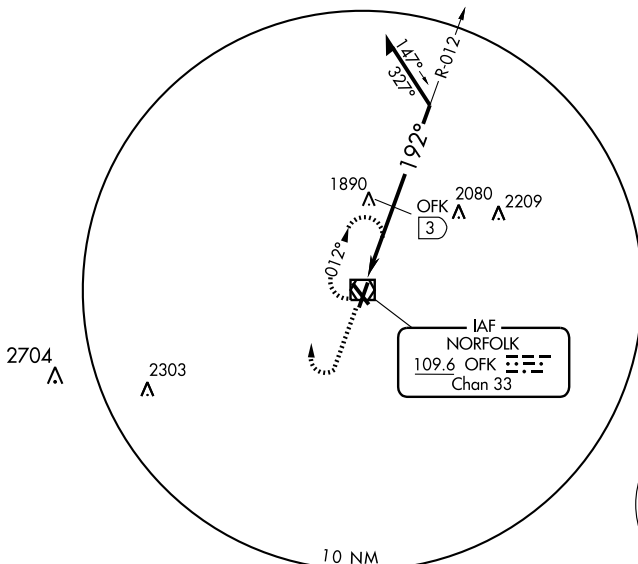
**T**  
**A** NA

MISSED APPROACH: Climb to 3900 then right turn to  
OFK VOR/DME and hold.

ASOS  
**119.025**

COLUMBUS RADIO  
**122.15**

UNICOM  
**122.7** (CTAF) **0**



3900



OFK

109.6

VOR/DME

Remain  
within 10 NM

3300



012°

192°

2400

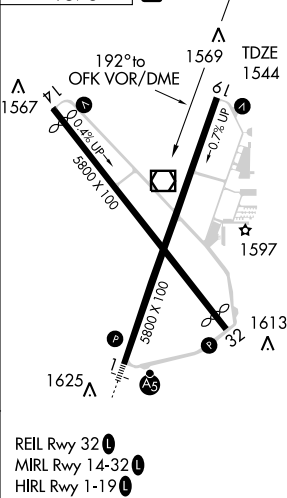
2.90°

TCH 48

0.3 2 NM 0.7 NM

CATEGORY	A	B	C	D
S-19	2400-1 856 (900-1)	2400-1¼ 856 (900-1¼)	2400-2½ 856 (900-2½)	NA
CIRCLING	2400-1 827 (900-1)	2400-1¼ 827 (900-1¼)	2400-2½ 827 (900-2½)	NA
DME MINIMUMS				
S-19	2200-1 656 (700-1)	2200-1¼ 656 (700-1¼)	2200-1¾ 656 (700-1¾)	NA
CIRCLING	2200-1 627 (700-1)	2200-1¼ 627 (700-1¼)	2200-1¾ 627 (700-1¾)	NA

ELEV 1573

**D**

REIL Rwy 32 **0**  
MIRL Rwy 14-32 **0**  
HIRL Rwy 1-19 **0**

VOR/DME OFK <b>109.6</b> Chan <b>33</b>	APP CRS <b>320°</b>	Rwy Idg TDZE <b>1564</b> Apt Elev <b>1573</b>
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**VOR RWY 32**

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

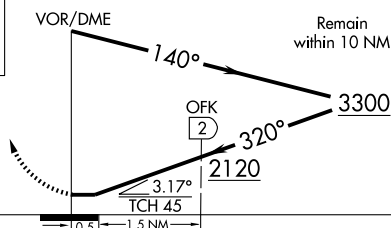
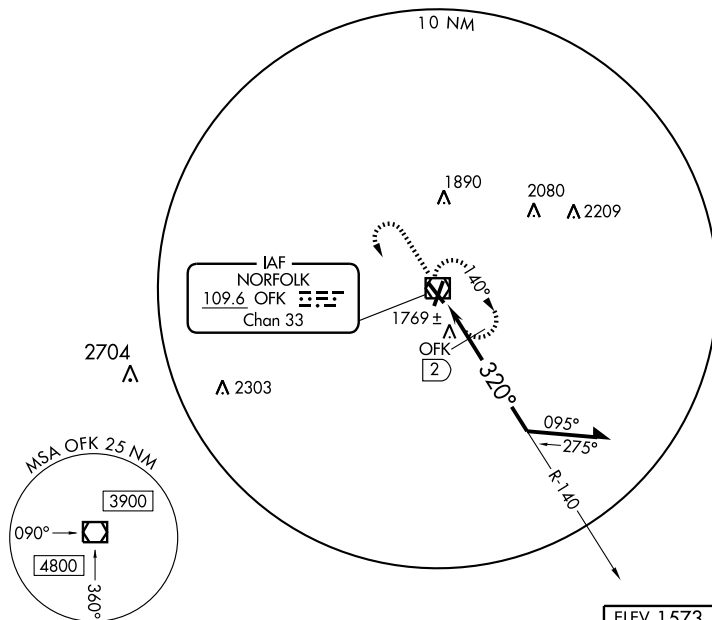


MISSED APPROACH: Climb to 4000 then left turn direct  
OFK VOR/DME and hold.

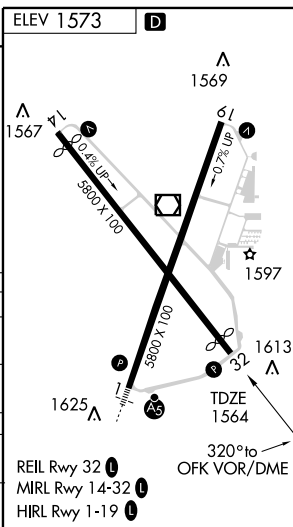
ASOS  
**119.025**

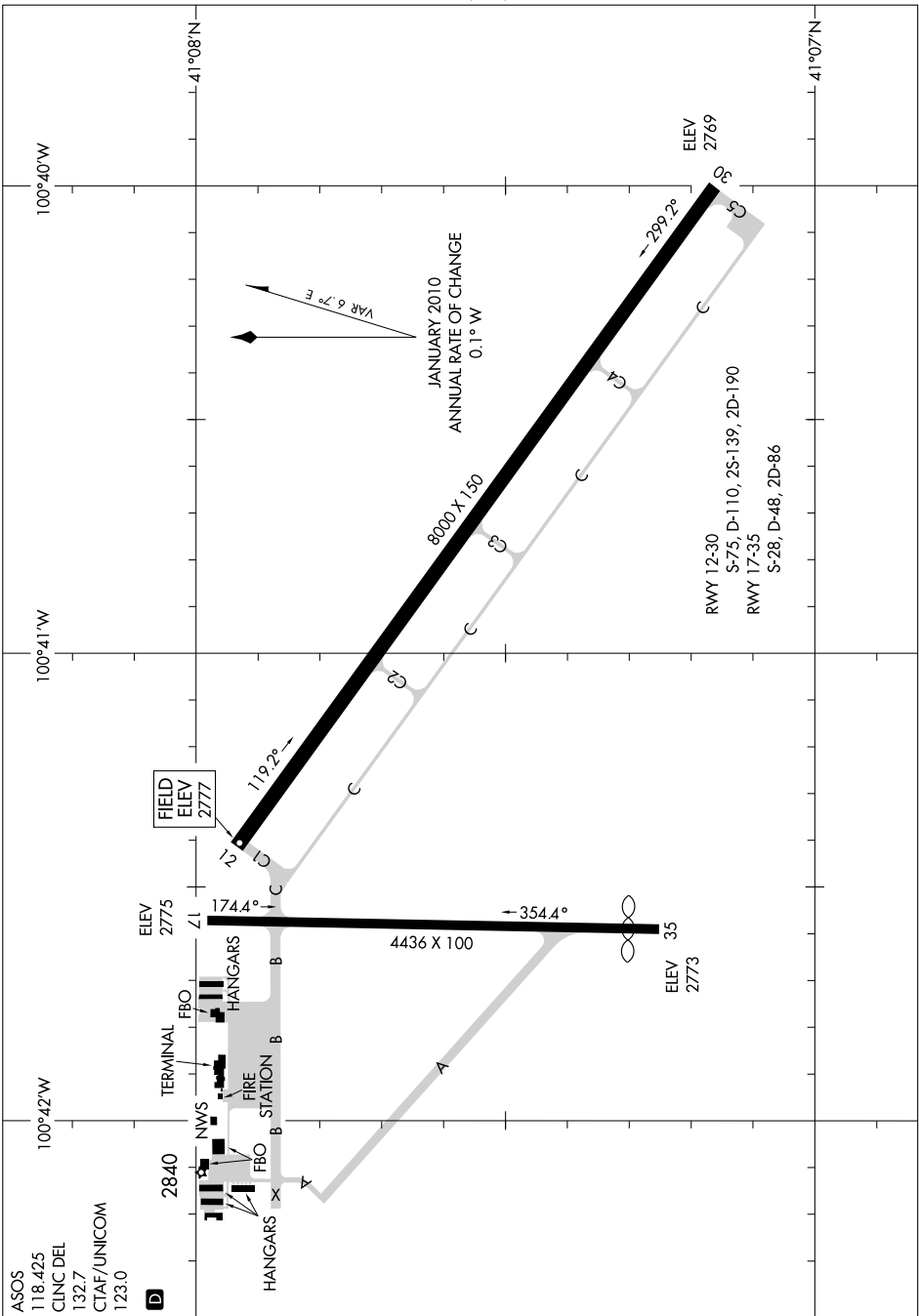
COLUMBUS RADIO  
**122.15**

UNICOM  
**122.7** (CTAF) **1**



CATEGORY	A	B	C	D
S-32	2120-1	556 (600-1)	2120-1½ 556 (600-1½)	NA
CIRCLING	2120-1	547 (600-1)	2120-1½ 547 (600-1½)	NA
DME MINIMUMS				
S-32	2020-1	456 (500-1)	2020-1¼ 456 (500-1¼)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA





## NORFOLK

**KARL STEFAN MEM** (OFK) 3 SW UTC-6(-5DT) N41°59.13' W97°26.11'

OMAHA

1573 B S4 FUEL 100LL, JET A NOTAM FILE OFK

H-5C, L-12H

RWY 01-19: H5800X100 (ASPH-PFC) S-60, D-192, 2S-175, 2D-360 HIRL 0.7% up S IAP, AD

RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 49'. Tree.

RWY 19: VASI(V4L)—GA 3.0° TCH 41'. Tree.

RWY 14-32: H5800X100 (ASPH-PFC) S-75, D-192, 2S-175, 2D-400 MIRL 0.4% up SE

RWY 14: VASI(V4L)—GA 3.0° TCH 33'. Thld dsplcd 283'. Railroad.

RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 32'. Thld dsplcd 357'. Tree.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-5443 TODA-5800 ASDA-5443 LDA-5160

RWY 32: TORA-5517 TODA-5800 ASDA-5517 LDA-5160

**AIRPORT REMARKS:** Attended dalgt hrs. For svc after hrs call

402-841-5130. Rwy 19 designated as the calm wind rwy and all rwys have left hand tfc only. ACTIVATE HIRL Rwy 01-19, and MIRL Rwy 14-32, MALSR Rwy 01, VASI Rwy 19 and Rwy 14 and PAPI Rwy 01 and Rwy 32 and REIL Rwy 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (402) 644-4480.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

NORFOLK RCO 122.15 (COLUMBUS RADIO)

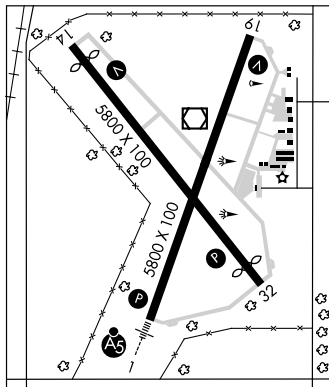
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

NORFOLK (L) VOR/DME 109.6 OFK Chan 33 N41°59.28'

W97°26.08' at fld. NOTAM FILE OFK.

CARSY NDB (LOM) 510 OF N41°53.26' W97°28.82' 014° 6.2 NM to fld. NOTAM FILE OFK.

ILS 111.5 I-OFK Rwy 01 Class IE. LOM CARSY NDB. ILS unmonitored.



## NORTH OMAHA (See OMAHA)

## NORTH PLATTE RGNL AIRPORT LEE BIRD FLD (LBF) 3 E UTC-6(-5DT)

OMAHA

N41°07.57' W100°41.02'

H-5B, L-10H, 12G

2777 B S4 FUEL 100LL, JET A OX 2, 3, 4 TPA—See Remarks ARFF Index—See Remarks IAP, AD

NOTAM FILE LBF

RWY 12-30: H8000X150 (CONC-GRVD) S-75, D-110, 2S-139, 2D-190 HIRL

RWY 12: VASI(V4L)—GA 3.0° TCH 55'.

RWY 30: MALSR. PAPI (P4L)—GA 3.0° TCH 55'.

RWY 17-35: H4436X100 (ASPH) S-28, D-48, 2D-86 MIRL

RWY 17: Road.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 37'. Thld dsplcd 301'. Tree.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA-4436 TODA-4436 ASDA-4135 LDA-4135

RWY 35: TORA-4436 TODA-4436 ASDA-4436 LDA-4135

**AIRPORT REMARKS:** Attended 1200-0500Z±. 5 foot dike +3' fence 100' from approach end Rwy 35. Waterfowl on and invof the arpt. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 308-532-1900. ARFF Index B equipment provided. All Category D acft (with speeds of 141-166 knots) operating on Rwy 12-30 must maintain a TPA of 1,500' TPA 4277 (1500) when in the tfc pattern. ACTIVATE HIRL Rwy 12-30, MIRL Rwy 17-35, VASI Rwy 12 and Rwy 35, PAPI Rwy 30, MALSR Rwy 30 and REIL Rwy 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.425 (308) 534-1617.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

LEE BIRD RCO 122.5 (COLUMBUS RADIO)

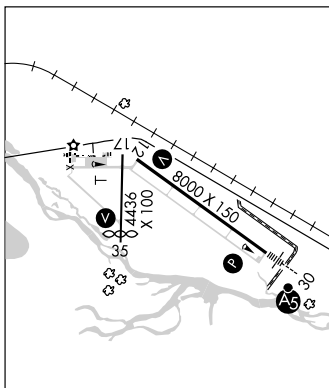
Ⓡ DENVER CENTER APP/DEP CON 132.7 CLNC DEL 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.

(L) VORTACW 117.4 LBF Chan 121 N41°02.92' W100°44.83' 020° 5.5 NM to fld. 2964/11E. HIWAS.

PANBE NDB (LOM) 416 LB N41°04.10' W100°34.35' 296° 6.1 NM to fld. Unmonitored.

ILS 111.5 I-LBF Rwy 30 Class IC. LOM PANBE NDB. LOM unmonitored.





## RNAV (GPS) RWY 12

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

APP CRS  
**117°**

Rwy Idg  
TDZE  
**2777**

Apt Elev  
**2779**

DME/DME RNP-0.3 NA.

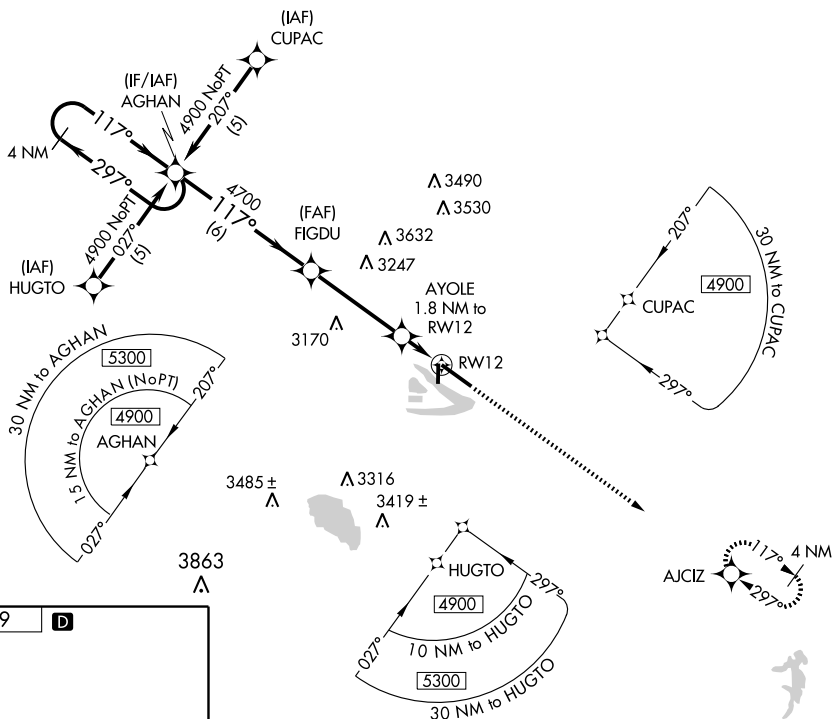
MISSED APPROACH: Climb to 4700 direct AJCIZ and hold.

ASOS  
**118.425**

DENVER CENTER  
**132.7 397.85**

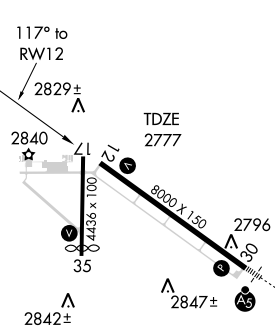
CLNC DEL  
**132.7**

UNICOM  
**123.0 (CTAF) 0**



ELEV 2779

D



4 NM  
Holding Pattern

4900

297°

117°

AGHAN

FIGDU

4700

117°

3.05°

TCH 55

1.8 NM to RWY 12

RWY 12

3400

6 NM

4 NM

1.8 NM

4700

AJCIZ

↑

✧

CATEGORY

A

B

C

D

LNAV MDA

3280-1 503 (600-1)

3280-1½ 503 (600-1½)

CIRCLING

3360-1 581 (600-1)

3380-1 601 (700-1)

3400-1¾ 621 (700-1¾)

3400-2 621 (700-2)

HIRL Rwy 12-30 0

REIL Rwy 35 0

MIRL Rwy 17-35 0

WAAS CH <b>60915</b> W30A	APP CRS <b>297°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>2771</b> <b>2779</b>
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## RNAV (GPS) RWY 30

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

**▼** Baro VNAV NA below -20°C (-4°F).  
DME/DME RNP-0.3 NA.  
For inoperative MALSR increase LPV visibility to 1 all Cats.



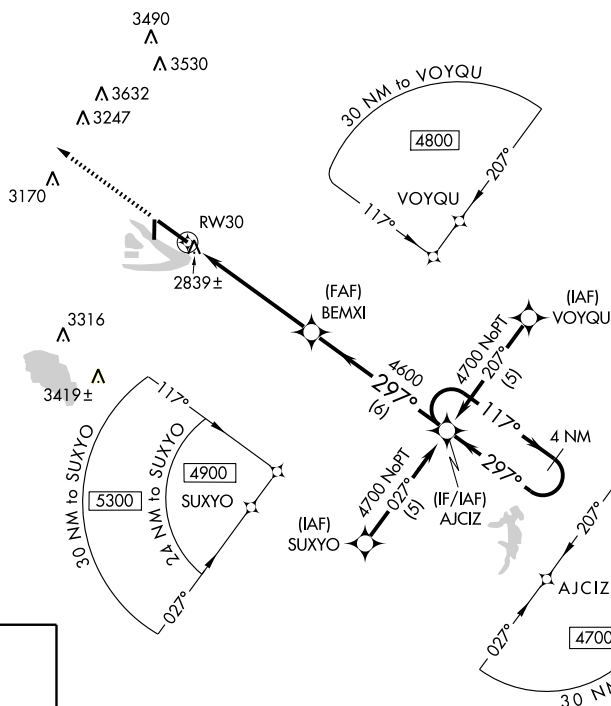
MISSED APPROACH: Climb to 4900 direct  
AGHAN and hold.

ASOS  
**118.425**

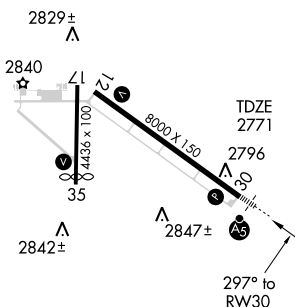
DENVER CENTER  
**132.7 397.85**

CLNC DEL  
**132.7**

UNICOM  
**123.0** (CTAF) **0**



ELEV 2779

**D**

HIRL Rwy 12-30 **0**  
REIL Rwy 35 **0**  
MIRL Rwy 17-35 **0**

	4900	AGHAN					
	↑	✱					
	*LNAV only	*1.4 NM to RW30					
	RW30						
	1.4	4.1 NM	6 NM				
CATEGORY	A	B	C	D			
LPV DA		3053-½	282 (300-½)				
LNAV/VNAV DA		3180-1	409 (500-1)				
LNAV MDA	3280-½	509 (600-½)	3280-1	509 (600-1)			
CIRCLING	3360-1 581 (600-1)	3380-1 601 (700-1)	3400-1¾ 621 (700-1¾)	3400-2 621 (700-2)			



APP CRS **352°**  
Rwy Idg **4135**  
TDZE **2776**  
Apt Elev **2777**

# RNAV (GPS) RWY 35

## NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

**▼** DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

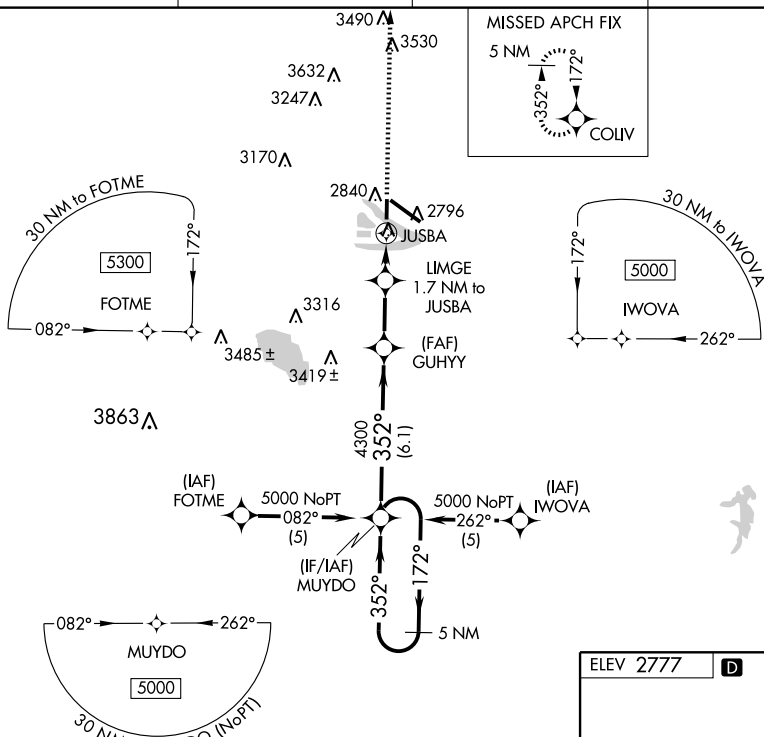
MISSED APPROACH: Climb to  
5000 direct COLIV and hold.

ASOS  
**118.425**

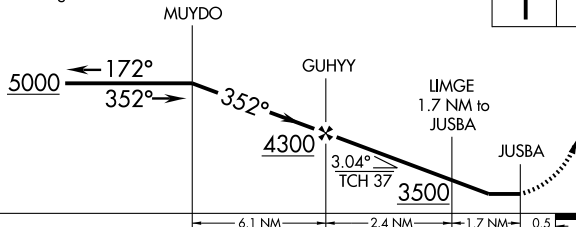
DENVER CENTER  
**132.7 397.85**

CLNC DEL  
**132.7**

UNICOM  
**123.0 (CTAF) 1**



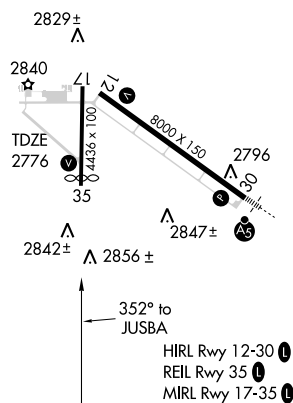
5 NM  
Holding Pattern



5000  
COLIV

ELEV 2777

**D**



VORTAC LBF <b>117.4</b> Chan <b>121</b>	APP CRS <b>018°</b>	Rwy Idg <b>4135</b> TDZE <b>2776</b> Apt Elev <b>2777</b>
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VOR RWY 35

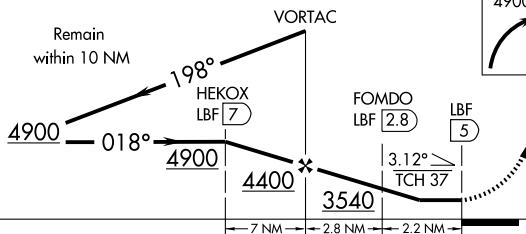
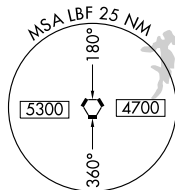
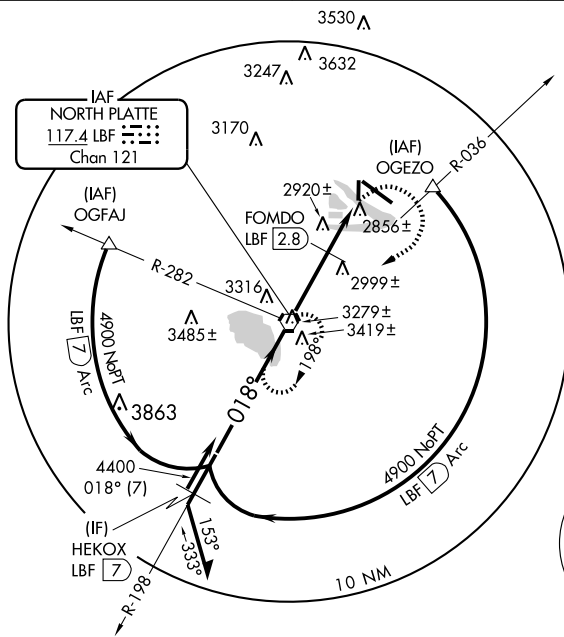
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

**T** Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing right turn to 4900 direct LBF VORTAC and hold, continue climb-in-hold to 4900.

ASOS  
118.425

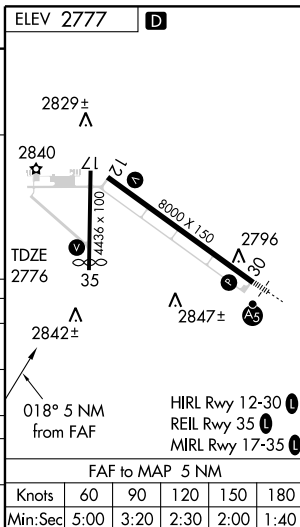
DENVER CENTER  
132.7 397.85

CLNC DEL  
132.7UNICOM  
123.0 (CTAF) **L**

CATEGORY	A	B	C	D
S-35	3540-1 764 (800-1)	3540-1¼ 764 (800-1¼)	3540-2¼ 764 (800-2¼)	3540-2½ 764 (800-2½)
CIRCLING	3540-1 763 (800-1)	3540-1¼ 763 (800-1¼)	3540-2¼ 763 (800-2¼)	3540-2½ 763 (800-2½)

## FOMDO FIX MINIMUMS

S-35	3220-1	444 (500-1)	3220-1 $\frac{1}{4}$ 444 (500-1 $\frac{1}{4}$ )	3220-1 $\frac{1}{2}$ 444 (500-1 $\frac{1}{2}$ )
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1 $\frac{3}{4}$ 623 (700-1 $\frac{3}{4}$ )	3400-2 623 (700-2)



NORTH PLATTE, NEBRASKA

Amdt 18A 29JUL10

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

41° 08' N-100° 41' W

VOR RWY 35

NC-2. 21 OCT 2010 to 18 NOV 2010

**OFFUTT AFB** (OFF)(KOFF) AF 8 SE UTC-6(-5DT) N41°07.16' W95°54.51'

1048 B TPA—See Remarks AOE NOTAM FILE OFF Not insp.

**OMAHA**

H-5C, L-101, 121

DIAP, AD

**RWY 12-30:** H11702X300 (CONC) PCN 54 R/C/W/T HIRL

**RWY 12:** ALSF1. PAPI(P4L)—GA 3.0° TCH 42'. Thld dsplcd 1008'.

**RWY 30:** ALSF1. PAPI(P4L)—GA 2.80° TCH 56'. Thld dsplcd 1090'.

**MILITARY SERVICE:** LGT JASU (M32A-86) (AM32A-95) **FUEL J8** **FLUID W SP** PRESAIR LHOX LOX **OIL O-148-156**

**SOAP** **TRAN ALERT** Opr 1200-0530Z± daily. Tran acft not allowed when tran alert not avbl.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. **RSTD:** PPR, minimum 24 hr notice rqr and no more than 7 days prior, etc am ops. PPR all acft, etc AM OPS. Pavement byd rwy edge stripes not stressed for acft. All acft must complete 180° turn inside the 150' rwy width, all others must turn at end of pavement byd thld. Quiet hr policy in effect. Acft with distinguished visitors and passengers contact command post at least 30 min prior to ETA and when 60 NM out. **CAUTION:** Numerous unlit obstacles on afld. Rwy 12 0.7 percent downgrade, high embankment apch end turbulence and high variable crosswinds during south to southwest SFC winds. Numerous lgt acft at Millard arpt on apch for Rwy 12. Rwy 12-30 150' wide, signs and lgt installed for 300' wide. 1000' distance remaining mark on both rwy missing. **TFC PAT:** All patterns are south of rwy centerline, rectangular 2500', overhead 3000' & remain 5 NM. **MISC:** Rwy grooved. Afld management issues no COMSEC for transient crews. Temporary storage limited to secret. 55 wing command post will provide temporary storage of top secret. AM OPS DSN 271-3207/3240, C402-294-3207/3240, fax DSN 272-4175, C402-232-4175.

**COMMUNICATIONS:** SFA ATIS 126.025 273.5 PTD 379.4.

Ⓡ **OMAHA APP/DEP CON** 120.1 354.05 (West) 124.5 263.0 (East)

**TOWER** 123.7 279.625 **GND CON** 121.7 289.4

**COMD POST** (Call sign RAYMOND 21) 311.0 321.0 **PMSV METRO** 227.4 Augmented ASOS in use, DSN 272-1996,

C402-232-1996. Full Wx svc avbl H24 DSN 271-3459, C402-294-3459. Transient brief svc avbl via 15

OWS DSN 576-9755, C618-256-9755. **AG** See Global HF Systems listing in FIH.)

**AIRSPACE:** CLASS C svc continuous etc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OFF.

(L) **TACAN** Chan 54 OFF (111.7) N41°07.03' W95°54.00' at fld. 1090/5E. No NOTAM maintenance period  
Thu 1300-1500Z±. TACAN unusable: 300°-330° byd 15 NM blo 4,000' 330°-300° byd 30 NM blo 5,000'.

**ILS 109.5** I-OFF Rwy 30. No NOTAM maintenance period Mon-Tue 1300-1500Z±.

**ILS 111.7** I-ATB Rwy 12 Class I. No NOTAM maintenance period Wed-Fri 1300-1500Z±.

**ASR/PAR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

## OGALLALA

**SEARLE FLD** (OGA) 2 W UTC-7(-6DT) N41°07.17' W101°46.18'

3279 B S4 **FUEL** 100LL, JET A+ OX 1 NOTAM FILE OGA

**CHEYENNE**

H-5B, L-106, 126

IAP

**RWY 08-26:** H5102X75 (CONC) S-12.5, D-12.5 MIRL 0.3% up W

**RWY 08:** PAPI (P2L)—GA 3.0° TCH 42'.

**RWY 26:** PAPI (P2L)—GA 3.0° TCH 49'.

**RWY 13-31:** H3700X60 (CONC) S-12.5, D-12.5 MIRL

0.9% up NW

**RWY 13:** VASI(V4L)—GA 3.5° TCH 40'. Pole.

**RWY 31:** PAPI(P2L)—GA 3.0° TCH 40'. Pole.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-2330Z±. For attendant after hrs call 308-284-4447/3848. Recharge bottled aviators breathing oxygen for pressured aircraft. Rwy 08 designated as calm wind rwy. **ACTIVATE** MIRL Rwy 13-31 and Rwy 08-26 and PAPI Rwy 08, Rwy 26 and Rwy 31 and VASI Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.275 (308)284-6573.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **DENVER CENTER APP/DEP CON** 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.

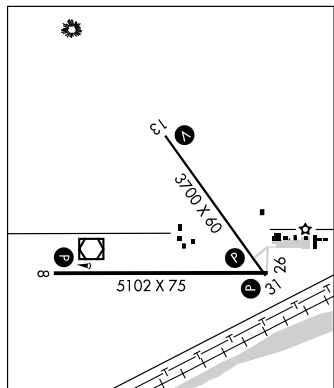
**NORTH PLATTE (L) VORTACW** 117.4 LBF Chan 121 N41°02.92'

W100°44.83' 265° 46.6 NM to fld. 2964/11E. **HIWAS.**

(T) **VORW/DME** 110.2 SAE Chan 39 N41°07.15'

W101°46.56' at fld. NOTAM FILE OGA.

DME portion unusable 270°-030° byd 15 NM.



WAAS CH <b>57903</b> <b>W08A</b>	APP CRS <b>079°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>3260</b> <b>3278</b>
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# RNAV (GPS) RWY 8

OGALLALA/SEARLE FIELD (OGA)

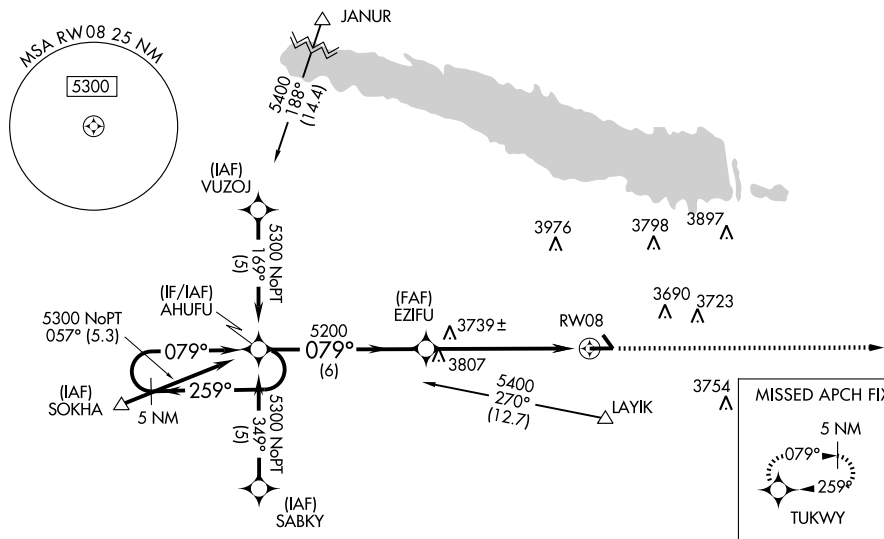
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Imperial altimeter setting.

MISSED APPROACH: Climb to 5200  
direct TUKWY and hold.

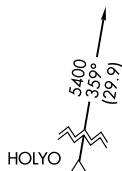
AWOS-3  
**121.275**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8** (CTAF) **0**

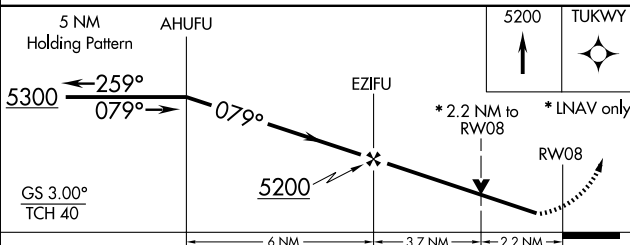


4283  
▲

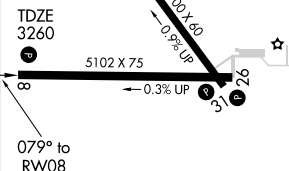


Procedure NA for arrivals at HOLYO  
via V80 southwest bound.

ELEV 3278



CATEGORY	A	B	C	D
LPV DA	3510-1	250 (300-1)		NA
LNAV MDA	4000-1	740 (800-1)	4000-2 740 (800-1)	NA
CIRCLING	4000-1	722 (800-1)	4000-2 722 (800-1)	NA



MIRL Rwy 8-26 and 13-31 **0**

WAAS CH <b>53303</b> <b>W26A</b>	APP CRS <b>259°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>3254</b> <b>3278</b>
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# RNAV (GPS) RWY 26

OGALLALA/SEARLE FIELD (OGA)

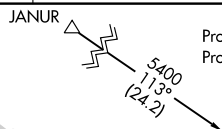
- ▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet.

MISSED APPROACH: Climb to 5300 direct AHUFU and hold.

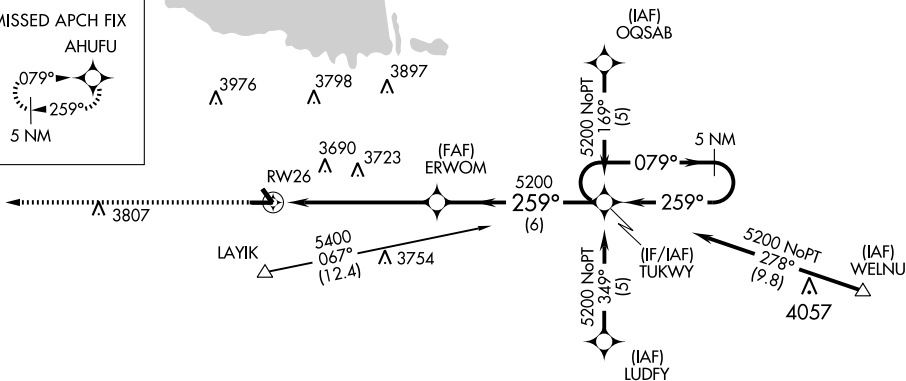
AWOS-3  
**121.275**

DENVER CENTER  
**132.7 397.85**

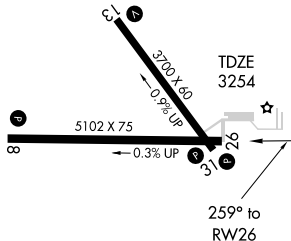
UNICOM  
**122.8** (CTAF) **1**



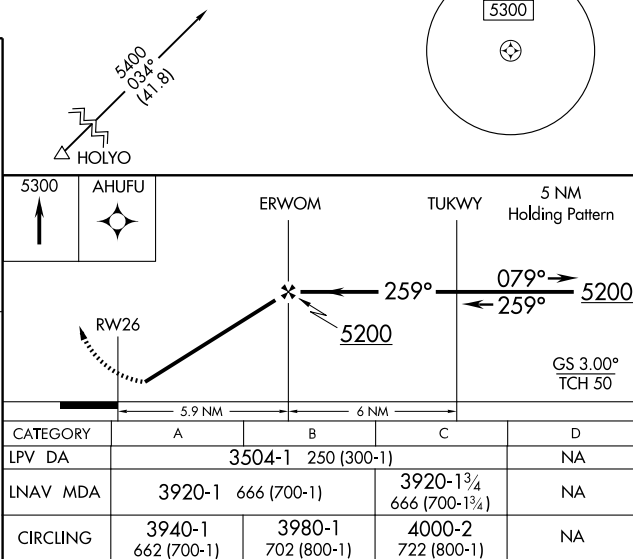
Procedure NA for arrivals at HOLYO via V80 southwest bound.  
 Procedure NA for arrivals at JANUR via V524 northwest bound.



ELEV 3278



MIRL Rwy 8-26 and 13-31 **1**



VOR/DME SAE <b>110.2</b> Chan <b>39</b>	APP CRS <b>072°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>3260</b> <b>3278</b>
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**VOR/DME RWY 8**  
OGALLALA/SEARLE FIELD (OGA)

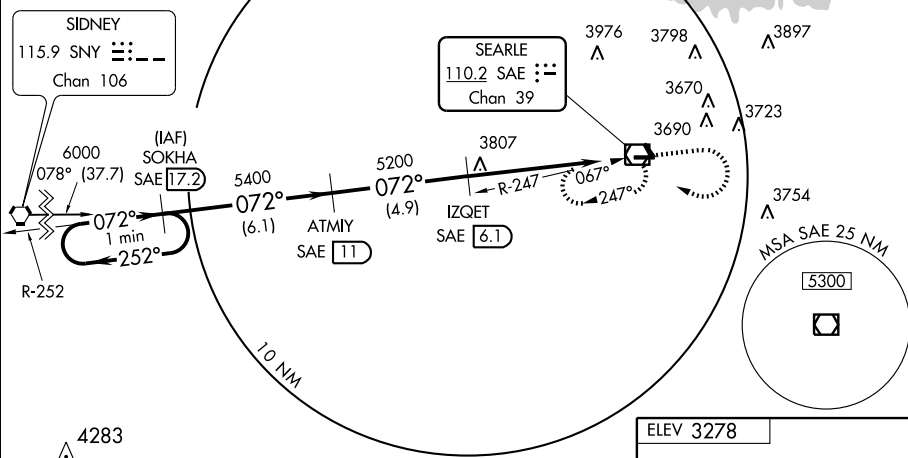
NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 5200 direct SAE VOR/DME and hold

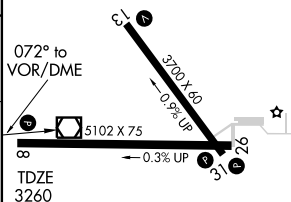
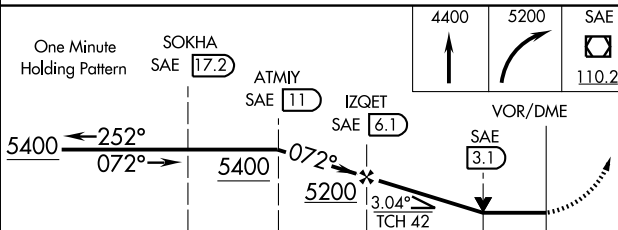
AWOS-3  
**121.275**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



ELEV 3278



CATEGORY	A	B	C	D
S-8	4080-1 820 (900-1)	4080-1¼ 820 (900-1¼)	NA	NA
CIRCLING	4080-1 802 (900-1)	4080-1¼ 802 (900-1¼)	NA	NA

MIRL Rwy 8-26 and 13-31 0

VOR/DME SAE  
**110.2**  
Chan **39**

APP CRS  
**263°**

Rwy Idg **5102**  
TDZE **3254**  
Apt Elev **3278**

**VOR/DME RWY 26**  
OGALLALA/SEARLE FIELD (OGA)

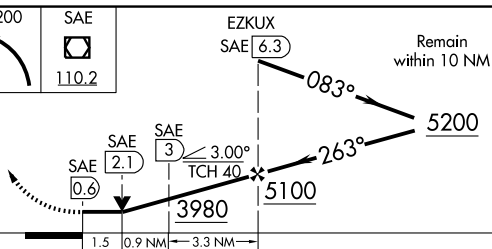
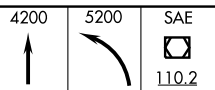
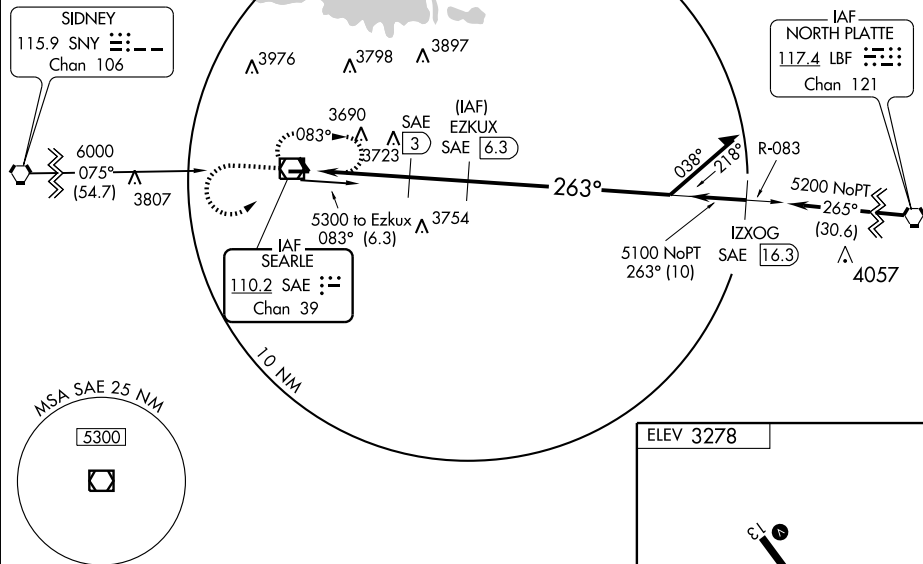


MISSED APPROACH: Climb to 4200 then climbing left turn to 5200 direct SAE VOR/DME and hold.

AWOS-3  
**121.275**

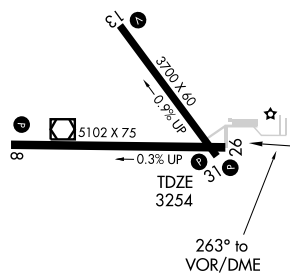
DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-26	3760-1	506 (600-1)	NA	NA
CIRCLING	3940-1 662 (700-1)	3960-1 682 (700-1)	NA	NA

ELEV 3278



MIRL Rwy 8-26 and 13-31 0

VOR/DME SAE <b>110.2</b> Chan <b>39</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>3260</b> <b>3278</b>
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**VOR RWY 8**  
OGALLALA/SEARLE FIELD (OGA)

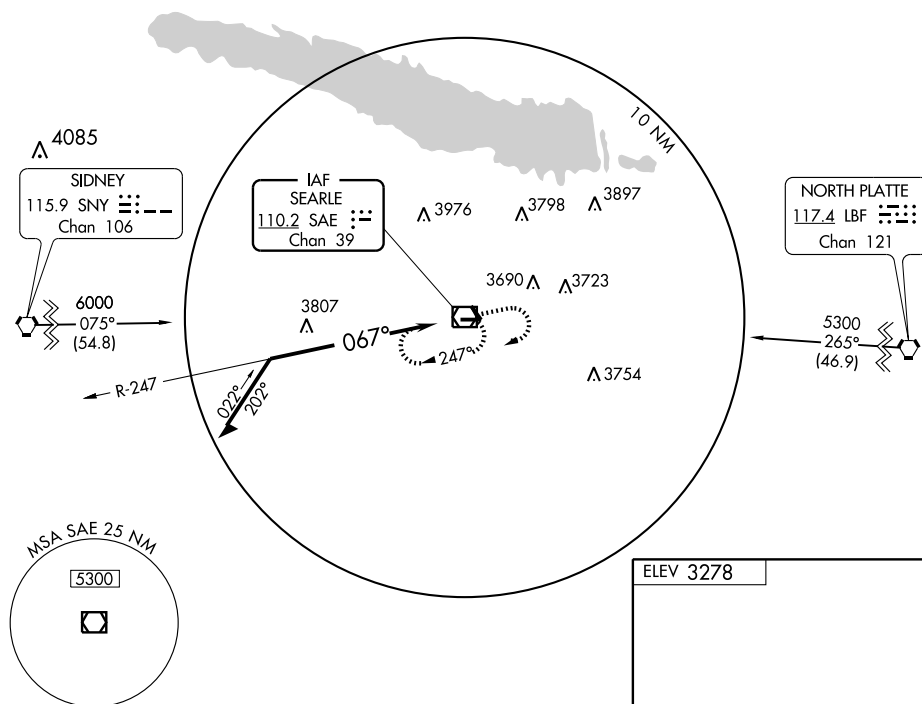


MISSED APPROACH: Climb to 5300 then right turn to SAE VOR/DME and hold.

AWOS-3  
**121.275**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM

VOR/DME

**5300**

SAE  
**3.3**

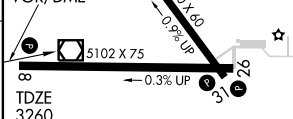
3.1 NM 0.2

**5300**



SAE  
**110.2**

067° to  
VOR/DME



TDZE  
3260

CATEGORY	A	B	C	D
S-8	4120-1 860 (900-1)	4120-1¼ 860 (900-1¼)	NA	NA
CIRCLING	4120-1 842 (900-1)	4120-1¼ 842 (900-1¼)	NA	NA

MIRL Rwy 8-26 and 13-31 0



VOR/DME SAE <b>110.2</b> Chan <b>39</b>	APP CRS <b>263°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>3254</b> <b>3278</b>
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# VOR RWY 26

OGALLALA/SEARLE FIELD (OGA)

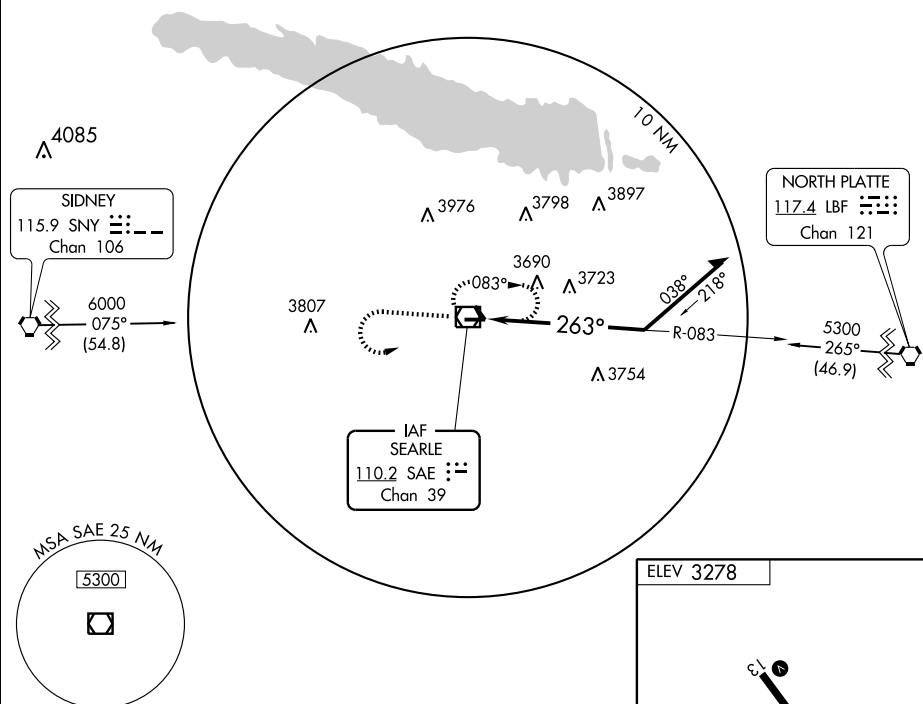
▼  
▲ NA

MISSED APPROACH: Climb to 4300 then climbing left turn to 5300 direct SAE VOR/DME and hold.

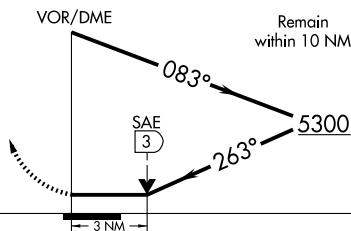
AWOS-3  
**121.275**

DENVER CENTER  
**132.7 397.85**

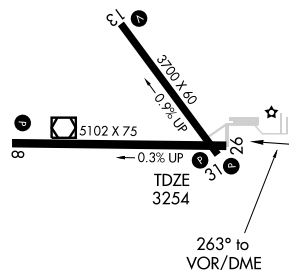
UNICOM  
**122.8 (CTAF) 0**



4300 ↑	5300 ↘	SAE 110.2 □
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ELEV 3278



CATEGORY	A	B	C	D
S-26	4040-1 786 (800-1)	4040-1¼ 786 (800-1¼)	NA	NA
CIRCLING	4040-1 762 (800-1)	4040-1¼ 762 (800-1¼)	NA	NA

MIRL Rwy 8-26 and 13-31 0

**MILLARD** (MLE) 7 SW UTC-6(-5DT) N41°11.76' W96°06.74'

1051 B S4 FUEL 100LL, JET A OX 2, 4 TPA-2000(949) LRA NOTAM FILE MLE

RWY 12-30: H3801X75 (CONC) S-12.5, D-12.5 MIRL

RWY 12: REIL. PAPI(P2L)-GA 3.08° TCH 39'. Thld displcd 212'. Road.

RWY 30: PAPI(P2L)-GA 3.08° TCH 39'. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 12: TORA-3801 TODA-3801 ASDA-3801 LDA-3588

RWY 30: TORA-3801 TODA-3801 ASDA-3588 LDA-3801

**AIRPORT REMARKS:** Attended 1200-0400Z†. For svc after 0400Z† call 402-895-4974 between 1200-0400Z†. Deer on and invof arpt. Military jet overflying at 3000' MSL. After takeoff on Rwy 30 alter heading 20 degrees to the right to avoid noise sensitive area. Normal calm and cross wind tkfs and ldgs on Rwy 12. No intersection tkfs. Radio controlled acft occasional operation 1.7 miles SW of arpt. VFR acft requesting flight following and IFR acft should contact OMAHA apch on Freq 125.4 prior to taking the rwy for CLNC/traffic advisories/general info. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.25 (402) 895-6778.

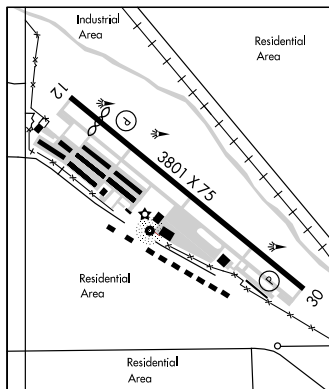
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ OMAHA APP/DEP CON 120.1 CLNC DEL 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 268° 17.1 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 371 MLE N41°11.69' W96°06.84' at fld. NOTAM FILE MLE.



**NORTH OMAHA** (3NO) 7 NW UTC-6(-5DT) N41°22.10' W96°01.35'

1322 S2 FUEL 100LL NOTAM FILE OLU

RWY 17-35: H2480X40 (CONC) S-28 LIRL (NSTD)

RWY 17: Trees. RWY 35: Thld displcd 600'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended dawn-dusk. For svc other hrs call 402-571-7585. No touch and go ldgs allowed. Rwy 17-35 56' either side of conc usable turf. Rwy 17-35 CLOSED to acft 8000 lbs and over. Rwy 17-35 NSTD LIRL, lgts located 66' from rwy edge; 6 thld lights each end.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**O'NEILL** N42°28.23' W98°41.22' NOTAM FILE ONL.

(H) VORTACW 113.9 ONL Chan 86 at The O'Neill Muni-John L Baker Fld. 2030/10E. HIWAS.

RCO 122.45 (COLUMBUS RADIO)

## O'NEILL

**THE O'NEILL MUNI-JOHN L BAKER FLD** (ONL) 2 NW UTC-6(-5DT) N42°28.17' W98°41.24'

2031 B S4 FUEL 100LL, JET A+ NOTAM FILE ONL

RWY 13-31: H4409X75 (CONC) S-30 MIRL

RWY 13: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)-GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended 1300-0000Z†. For after hrs svc call 402-336-7588. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.125 (402) 336-4834. HIWAS 113.9 ONL.

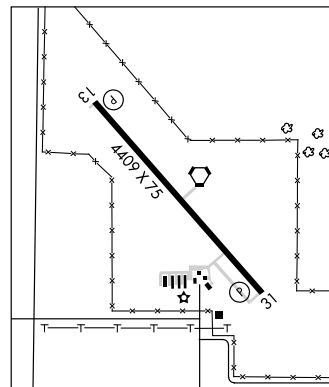
**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.45 (COLUMBUS RADIO)

MINNEAPOLIS CENTER APP/DEP 128.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ONL.

(H) VORTACW 113.9 ONL Chan 86 N42°28.23' W98°41.22' at fld. 2030/10E. HIWAS.



OMAHA

OMAHA

H-58, L-12H

OMAHA

L-12H

IAP

NDB MLE <b>371</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>3588</b> <b>1051</b> <b>1051</b>
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# NDB RWY 12

OMAHA/MILLARD (MLE)



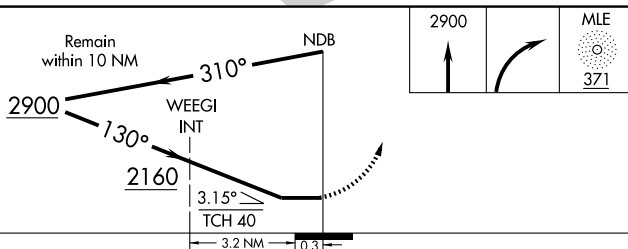
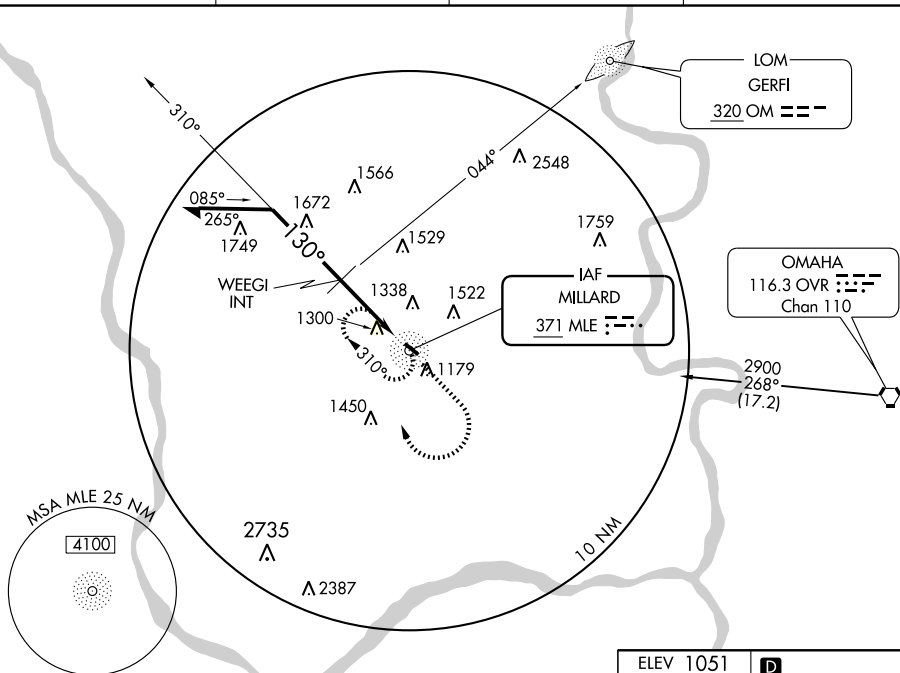
MISSED APPROACH: Climb to 2900 then right turn direct MLE  
NDB and hold.

AWOS-3  
**118.25**

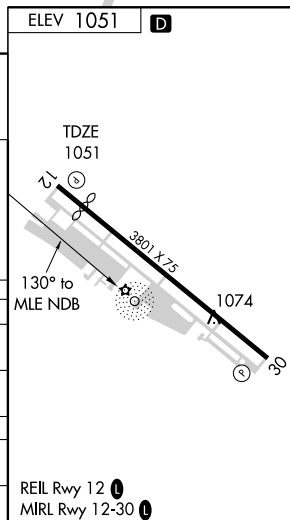
OMAHA APP CON  
**120.1 354.05**

CLNC DEL  
**125.4**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
S-12	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
CIRCLING	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
WEEGI FIX MINIMUMS				
S-12	1700-1 649 (700-1)	1700-1¾ 649 (700-1¾)	NA	NA
CIRCLING	1700-1 649 (700-1)	1760-2 709 (800-2)	NA	NA



WAAS CH <b>78402</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg <b>3588</b> TDZE <b>1051</b> Apt Elev <b>1051</b>
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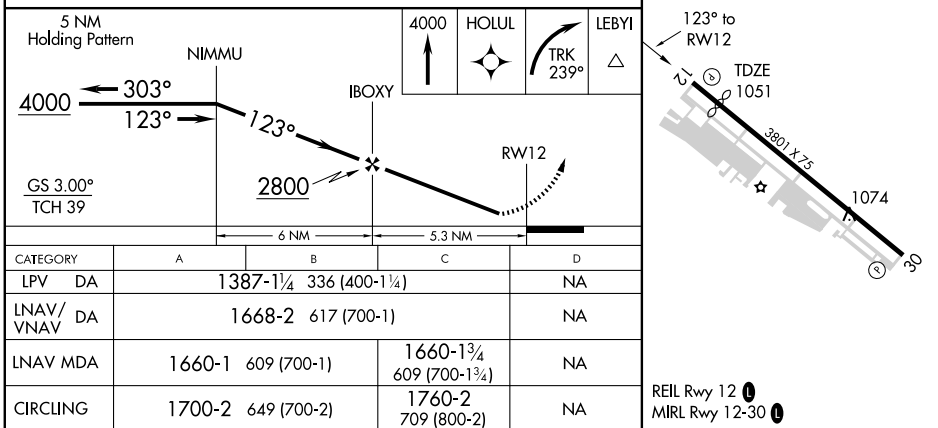
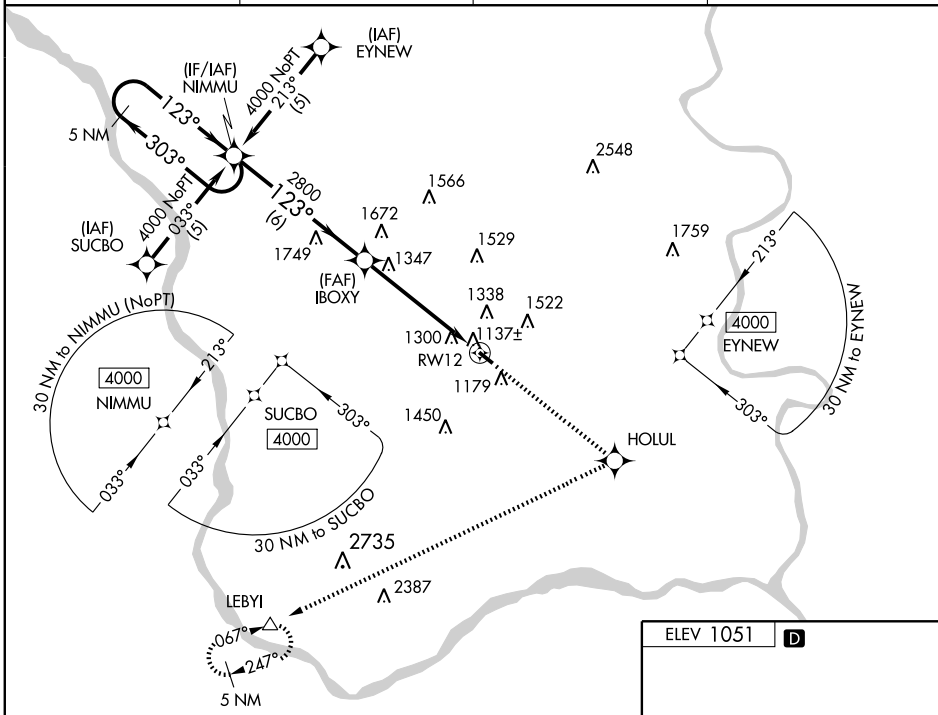
## RNAV (GPS) RWY 12

OMAHA/MILLARD (MLE)

- T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV NA when using Council Bluffs Muni altimeter setting.
- A** Council Bluffs Muni altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F).
- Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000  
direct HOLUL and right turn via 239°  
track to LEBY and hold.

AWOS-3 <b>118.25</b>	OMAHA APP CON <b>120.1 354.05</b>	CLNC DEL <b>125.4</b>	UNICOM <b>123.0 (CTAF) 0</b>
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OMAHA, NEBRASKA

Orig 08325

OMAHA/ MILLARD (MLE)

41°12'N-96°07'W

RNAV (GPS) RWY 12

NC-2, 21 OCT 2010 to 18 NOV 2010

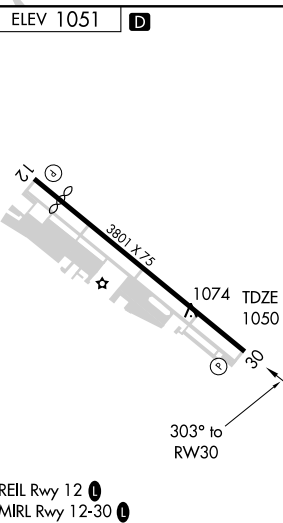
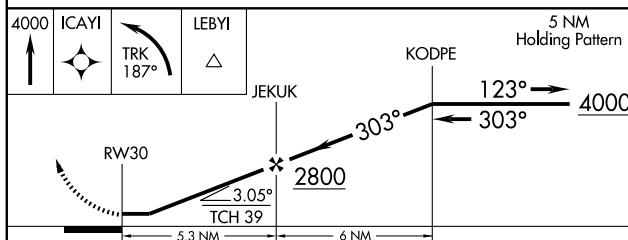
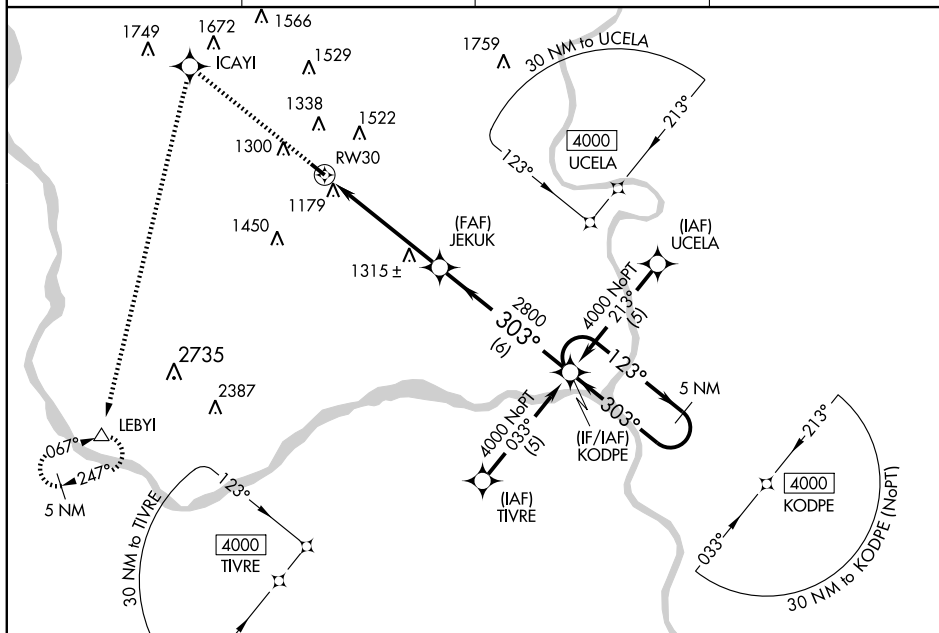
NC-2: 21 OCT 2010 to 18 NOV 2010

APP CRS  
**303°**Rwy Idg **3801**  
TDZE **1050**  
Apt Elev **1051****RNAV (GPS) RWY 30**

OMAHA/MILLARD (MLE)

**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received,  
**▲** use Council Bluffs Muni altimeter setting and increase all  
 MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000  
 direct ICAYI and left turn via 187°  
 track to LEBYI and hold.

AWOS-3  
**118.25**OMAHA APP CON  
**120.1 354.05**CLNC DEL  
**125.4**UNICOM  
**123.0 (CTAF) ①**

CATEGORY	A	B	C	D
RNAV MDA	1620-1	570 (600-1)	1620-1½ 570 (600-1½)	NA
CIRCLING	1700-1	649 (700-1)	1760-2 709 (800-2)	NA

## AIRPORT DIAGRAM

AFD-544 [USAF]

OFFUTT AFB (KOFF)

OMAHA, NEBRASKA

ATIS ★  
126.025 273.5  
OFFUTT TOWER  
123.7 279.625  
GND CON  
121.7 289.4

★ 1195

41° 08' N

JUNE 2010  
ANNUAL RATE OF CHANGE  
0.1° W

500 x 300

FIELD  
ELEV  
1048

HOT  
CARGO

MN

CONTROL  
TOWER

GPN-22

BASE OPS

RAMP LIGHTS  
80' AGL

FIRE  
STATION

ALERT  
PARKING

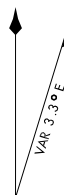
BLD  
500

Rwy 12 ldg 10,694'  
Rwy 30 ldg 10,612'

Rwy 12-30  
PCN 54 R/C/W/T

W 55° 56'

W 95° 54'



41° 07' N

0.7% Up

500 x 300

ELEV 972

## AIRPORT DIAGRAM

OMAHA, NEBRASKA  
OFFUTT AFB (KOFF)

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

**OFFUTT AFB** (OFF)(KOFF) AF 8 SE UTC-6(-5DT) N41°07.16' W95°54.51'

1048 B TPA—See Remarks AOE NOTAM FILE OFF Not insp.

**OMAHA**

H-5C, L-101, 121

**RWY 12-30:** H11702X300 (CONC) PCN 54 R/C/W/T HIRL

**DIAP, AD**

**RWY 12:** ALSF1. PAPI(P4L)—GA 3.0° TCH 42'. Thld dsplcd 1008'.

**RWY 30:** ALSF1. PAPI(P4L)—GA 2.80° TCH 56'. Thld dsplcd 1090'.

**MILITARY SERVICE:** LGT JASU (M32A-86) (AM32A-95) **FUEL J8** **FLUID W SP** PRESAIR LHOX LOX **OIL O-148-156**

**SOAP** **TRAN ALERT** Opr 1200-0530Z± daily. Tran acft not allowed when tran alert not avbl.

**MILITARY REMARKS:** See FLIP AP/1 Supplementary Arpt Information. **RSTD:** PPR, minimum 24 hr notice rqr and no more than 7 days prior, etc am ops. PPR all acft, etc AM OPS. Pavement byd rwy edge stripes not stressed for acft. All acft must complete 180° turn inside the 150' rwy width, all others must turn at end of pavement byd thld. Quiet hr policy in effect. Acft with distinguished visitors and passengers contact command post at least 30 min prior to ETA and when 60 NM out. **CAUTION:** Numerous unlit obstacles on afld. Rwy 12 0.7 percent downgrade, high embankment apch end turbulence and high variable crosswinds during south to southwest SFC winds. Numerous lgt acft at Millard arpt on apch for Rwy 12. Rwy 12-30 150' wide, signs and lgt installed for 300' wide. 1000' distance remaining mark on both rwy missing. **TFC PAT:** All patterns are south of rwy centerline, rectangular 2500', overhead 3000' & remain 5 NM. **MISC:** Rwy grooved. Afld management issues no COMSEC for transient crews. Temporary storage limited to secret. 55 wing command post will provide temporary storage of top secret. AM OPS DSN 271-3207/3240, C402-294-3207/3240, fax DSN 272-4175, C402-232-4175.

**COMMUNICATIONS:** SFA ATIS 126.025 273.5 PTD 379.4.

Ⓡ **OMAHA APP/DEP CON** 120.1 354.05 (West) 124.5 263.0 (East)

**TOWER** 123.7 279.625 **GND CON** 121.7 289.4

**COMD POST** (Call sign RAYMOND 21) 311.0 321.0 **PMSV METRO** 227.4 Augmented ASOS in use, DSN 272-1996,

C402-232-1996. Full Wx svc avbl H24 DSN 271-3459, C402-294-3459. Transient brief svc avbl via 15

OWS DSN 576-9755, C618-256-9755. **AG** See Global HF Systems listing in FIH.)

**AIRSPACE:** CLASS C svc continuous etc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OFF.

(L) **TACAN** Chan 54 OFF (111.7) N41°07.03' W95°54.00' at fld. 1090/5E. No NOTAM maintenance period  
Thu 1300-1500Z±. TACAN unusable: 300°-330° byd 15 NM blo 4,000' 330°-300° byd 30 NM blo 5,000'.

**ILS 109.5** I-OFF Rwy 30. No NOTAM maintenance period Mon-Tue 1300-1500Z±.

**ILS 111.7** I-ATB Rwy 12 Class I. No NOTAM maintenance period Wed-Fri 1300-1500Z±.

**ASR/PAR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

## OGALLALA

**SEARLE FLD** (OGA) 2 W UTC-7(-6DT) N41°07.17' W101°46.18'

**CHEYENNE**

3279 B S4 **FUEL** 100LL, JET A+ OX 1 NOTAM FILE OGA

H-5B, L-106, 126

**RWY 08-26:** H5102X75 (CONC) S-12.5, D-12.5 MIRL 0.3% up W

**IAP**

**RWY 08:** PAPI (P2L)—GA 3.0° TCH 42'.

**RWY 26:** PAPI (P2L)—GA 3.0° TCH 49'.

**RWY 13-31:** H3700X60 (CONC) S-12.5, D-12.5 MIRL

0.9% up NW

**RWY 13:** VASI(V4L)—GA 3.5° TCH 40'. Pole.

**RWY 31:** PAPI(P2L)—GA 3.0° TCH 40'. Pole.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-2330Z±. For attendant after hrs call 308-284-4447/3848. Recharge bottled aviators breathing oxygen for pressured aircraft. Rwy 08 designated as calm wind rwy. **ACTIVATE** MIRL Rwy 13-31 and Rwy 08-26 and PAPI Rwy 08, Rwy 26 and Rwy 31 and VASI Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.275 (308)284-6573.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **DENVER CENTER APP/DEP CON** 132.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LBF.

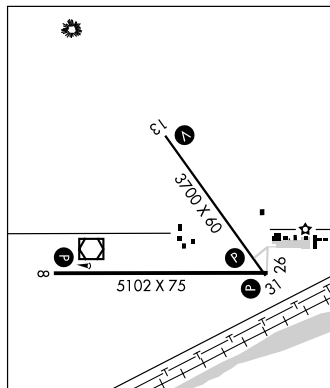
**NORTH PLATTE (L) VORTACW** 117.4 LBF Chan 121 N41°02.92'

W100°44.83' 265° 46.6 NM to fld. 2964/11E. **HIWAS.**

(T) **VORW/DME** 110.2 SAE Chan 39 N41°07.15'

W101°46.56' at fld. NOTAM FILE OGA.

DME portion unusable 270°-030° byd 15 NM.



## HI-ILS or LOC/DME RWY 30

LOC I-OFF  
**109.5**APCH CRS  
**304°**Rwy Idg **10,612**  
THRE **972**  
Arpt Elev **1048**

JAL-544 [USAF]

OFFUTT AFB (KOFF)

- ▼** \* When ALS inop, increase CAT CDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT CDE RVR to 60 and vis to  $1\frac{1}{2}$  miles.

ALSF-1  
**(A1)**MISSED APPROACH: Climb to 3000 via  
OFF TACAN R-299 to SARPY and hold.

ATIS \*

**126.025 273.5**

OMAHA APP CON

**E 124.5 263.0**  
**W 120.1 354.05**

OFFUTT TOWER

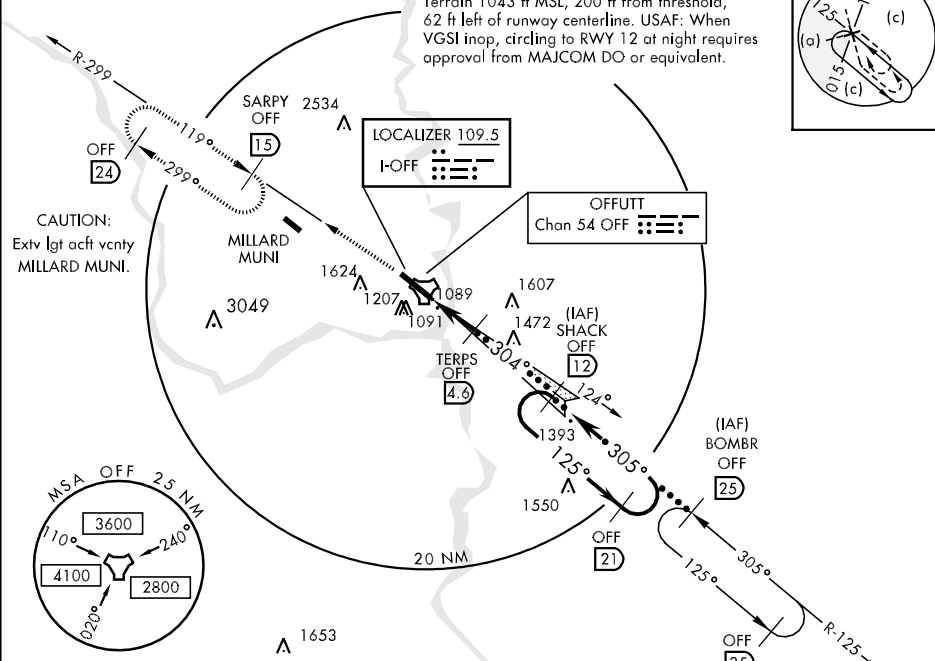
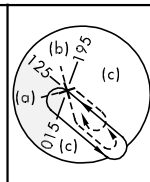
**123.7 279.625**

GND CON

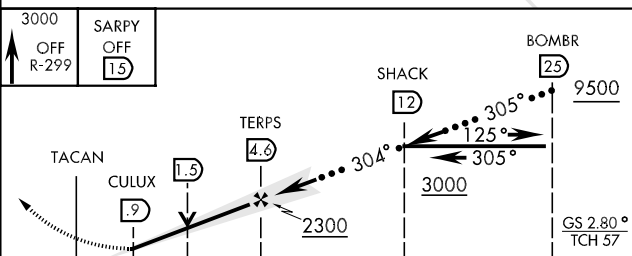
**121.7 289.4**

\*\*\* Circling not authorized N of Rwy 12-30.

**CAUTION:**  
 Terrain 1043 ft MSL, 200 ft from threshold,  
 62 ft left of runway centerline. USAF: When  
 VGSI inop, circling to RWY 12 at night requires  
 approval from MAJCOM DO or equivalent.

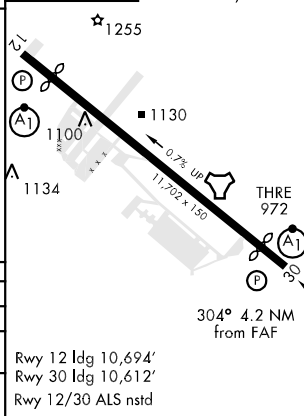


EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-ILS 30 *	1172/24	200	(200-1/2)
S-LOC 30 **	1360/35	388	(400-%)
CIRCLING ***	1580-1 1/2 532 (600-1 1/2)	1600-2 552 (600-2)	1940-3 892 (900-3)



ELEV 1048 HIRL Rwy 12-30



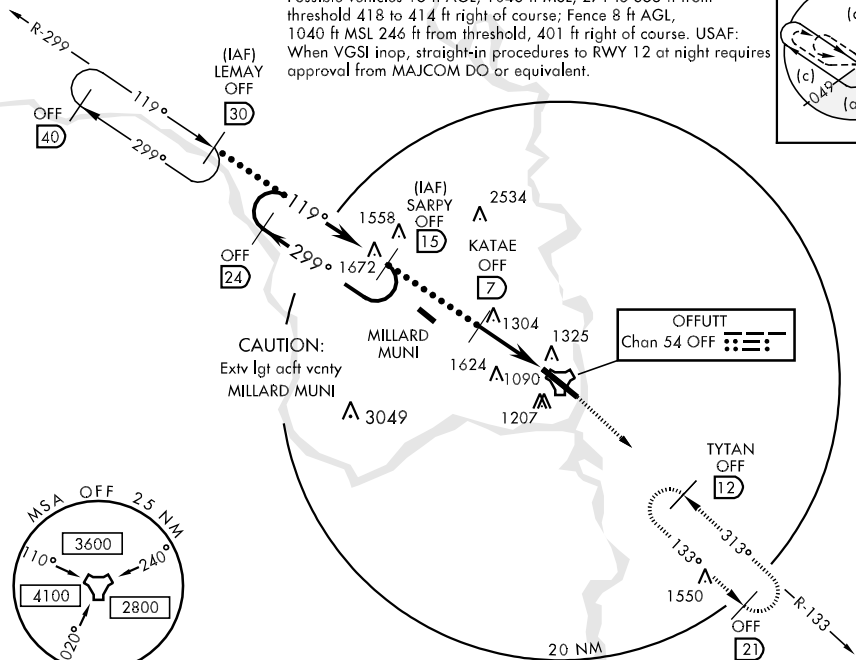
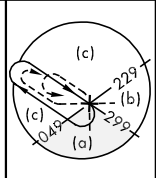
Rwy 12 Idg 10,694'  
 Rwy 30 Idg 10,612'  
 Rwy 12/30 ALS nstd

## HI-ILS or LOC/DME RWY 30

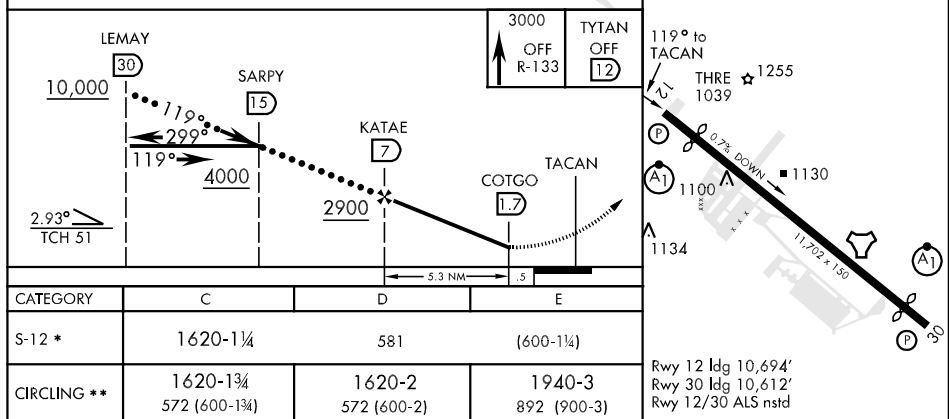


TACAN OFF Chan <b>54</b>		APCH CRS <b>119°</b>		Rwy Idg <b>10,694</b> THRE <b>1039</b> Arpt Elev <b>1048</b>		JAL-544 [USAF]		OFFUTT AFB (KOFF)	
		* When ALS inop, increase CAT CDE vis to 1 1/4 miles. ** Circling not authorized N of Rwy 12-30.				ALSF-1 		MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold	
ATIS ★ <b>126.025 273.5</b>		OMAHA APP CON <b>E 124.5 263.0</b> <b>W 120.1 354.05</b>		OFFUTT TOWER <b>123.7 279.625</b>		GND CON <b>121.7 289.4</b>			

Possible vehicles 15 ft AGL, 1043 ft MSL, 271 to 355 ft from threshold 418 to 414 ft right of course; Fence 8 ft AGL, 1040 ft MSL 246 ft from threshold, 401 ft right of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.

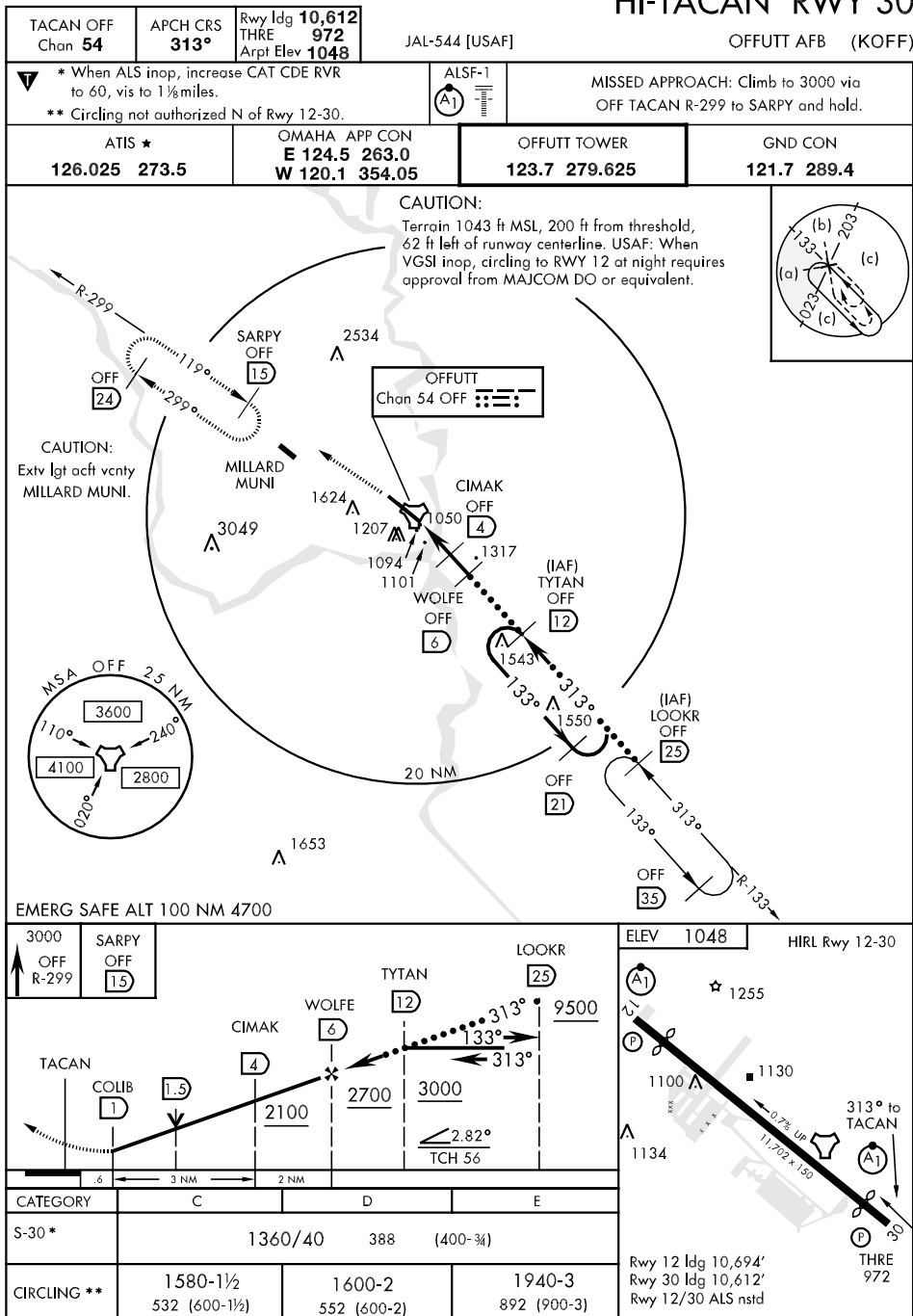


EMERG SAFE ALT 100 NM 4700



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2-21 OCT 2010 to 18 NOV 2010



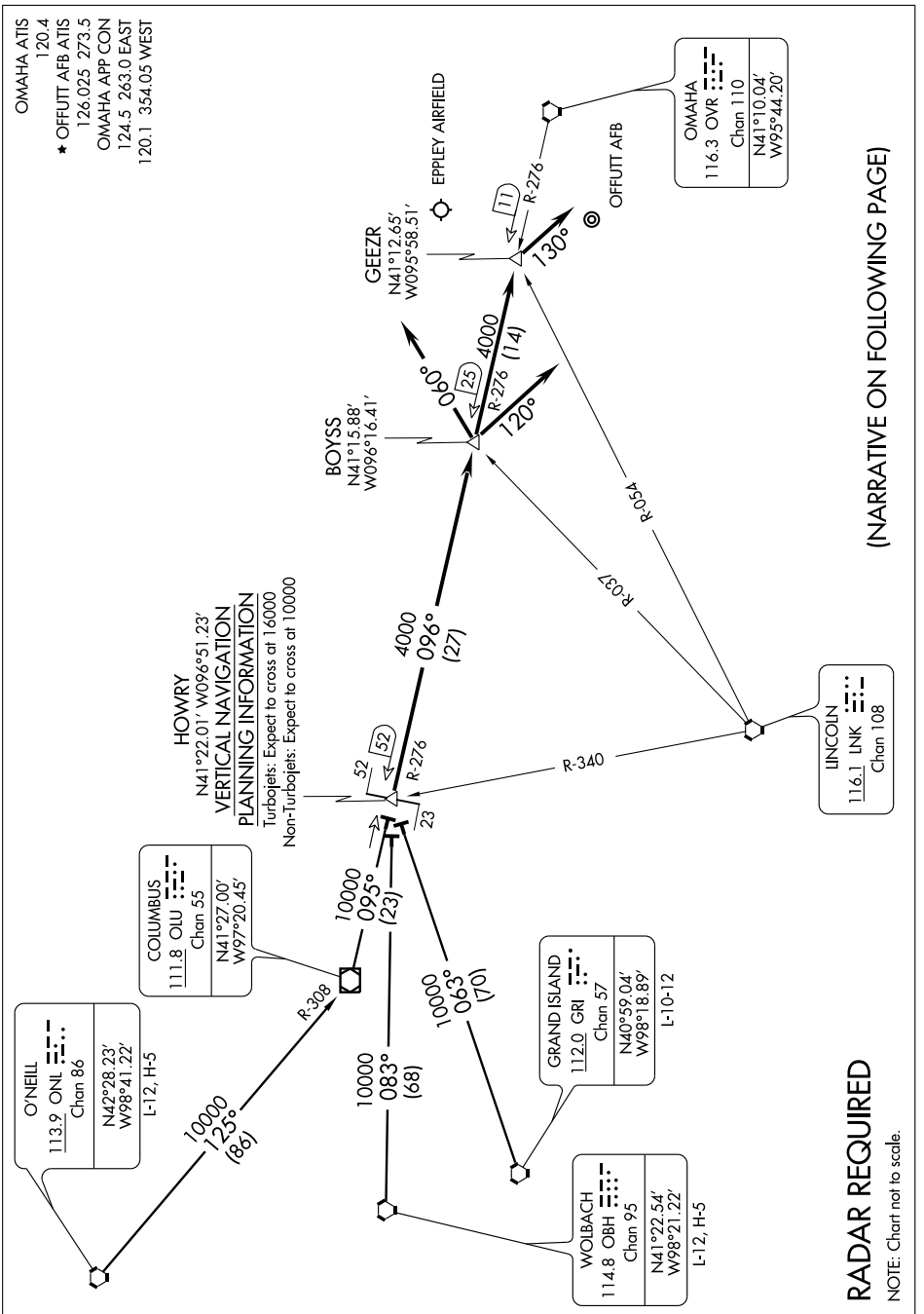
(HOWRY.HOWRY1) 07354

# HOWRY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

NC-2, 21 OCT 2010 to 18 NOV 2010



# HOWRY ONE ARRIVAL

(HOWRY.HOWRY1) 07354

OMAHA, NEBRASKA

NC-2, 21 OCT 2010 to 18 NOV 2010

## ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence . . . .

. . . . Landing Eppeley Airfield:

Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.

Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:

Runway 12: Expect radar vectors to final approach course.

Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.



LOC I-OFF  
**109.5**APCH CRS  
**304°**Rwy Idg **10,612**  
THRE **972**  
Arpt Elev **1048**

AL-544 [USAF]

OFFUTT AFB (KOFF)

- ▼ \* When ALS inop, increase CAT ABCDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,  
 CAT CDE increase RVR to 60 and vis to  $1\frac{1}{8}$  miles.

ALSF-1



MISSED APPROACH: Climb to 3000 via  
OFF TACAN R-299 to SARPY and hold.

ATIS \*

**126.025 273.5**

OMAHA APP CON

**E 124.5 263.0**  
**W 120.1 354.05**

OFFUTT TOWER

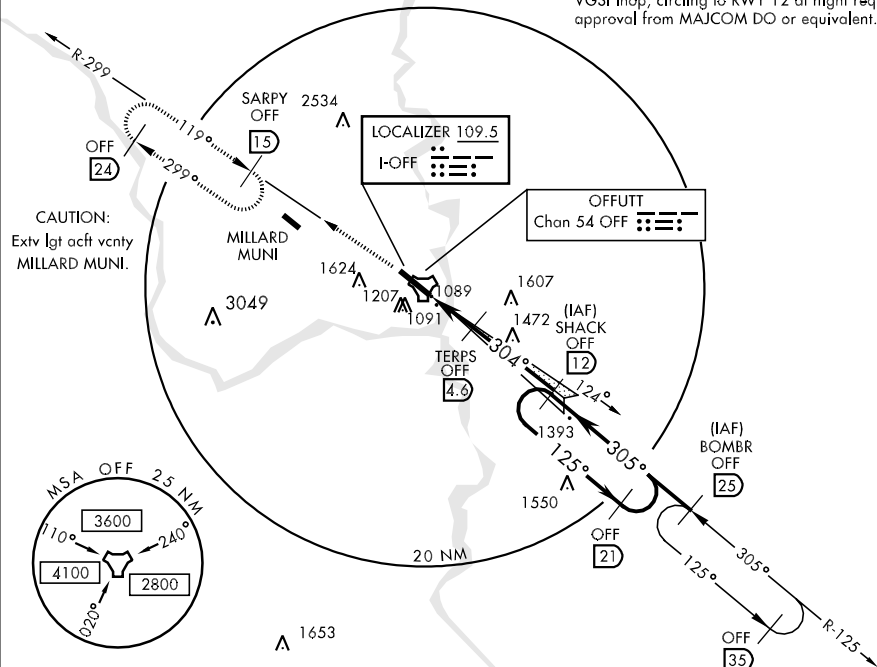
**123.7 279.625**

GND CON

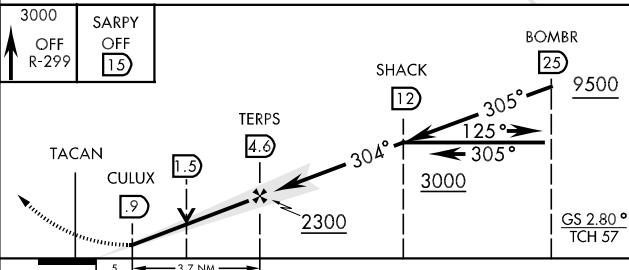
**121.7 289.4**

\*\*\* Circling not authorized N of Rwy 12-30.

CAUTION: Terrain 1043 ft MSL, 200 ft from threshold,  
62 ft left of runway centerline. USAF: When  
VGSI inop, circling to RWY 12 at night requires  
approval from MAJCOM DO or equivalent.

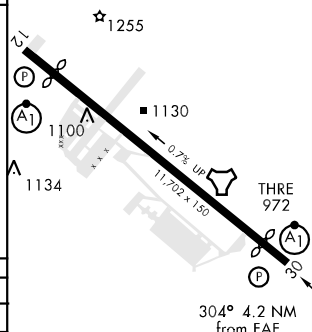


EMERG SAFE ALT 100 NM 4700



ELEV 1048

HIRL Rwy 12-30



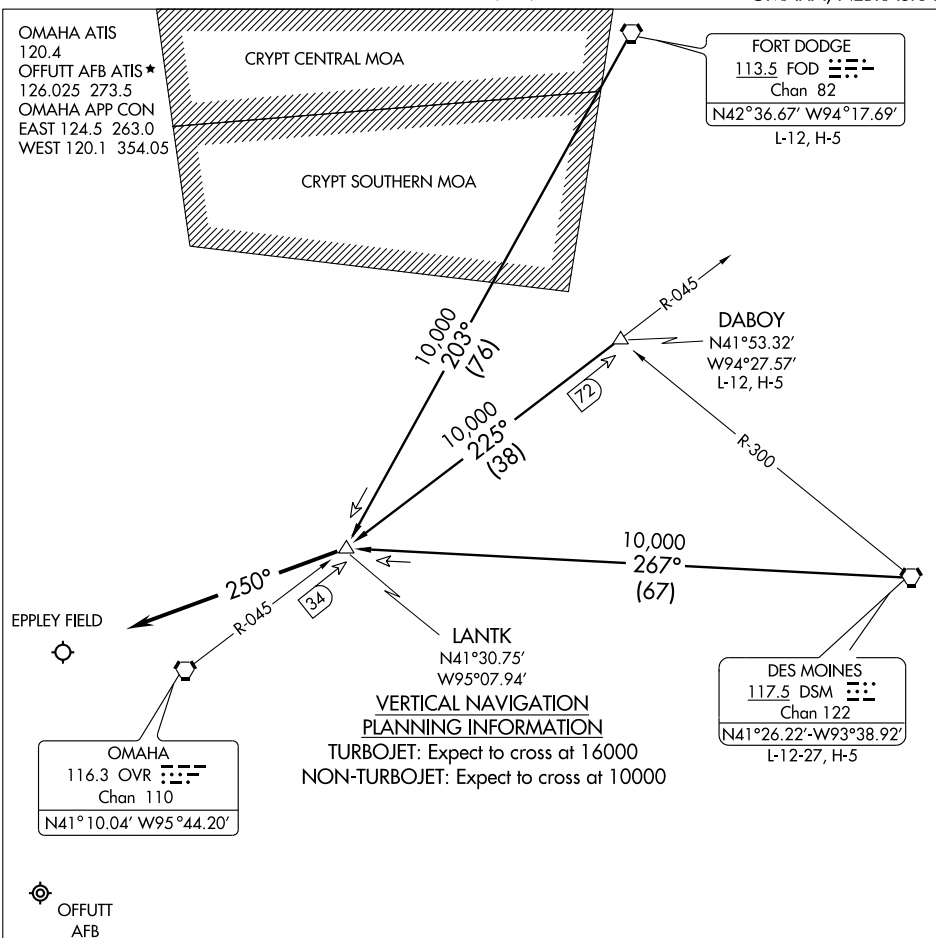
CATEGORY	A	B	C	D	E
S-ILS 30 *	1172/24		200	(200- $\frac{1}{2}$ )	
S-LOC 30 **	1360/24 388 (400- $\frac{1}{2}$ )		1360/35 388 (400- $\frac{1}{2}$ )		
CIRCLING	1520-1 472 (500-1)	1540-1 492 (500-1)	1580-1 $\frac{1}{2}$ 532 (600-1 $\frac{1}{2}$ )	1600-2 552 (600-2)	1940-3 892 (900-3)

Rwy 12 Idg 10,694'  
Rwy 30 Idg 10,612'  
Rwy 12/30 ALS nstd

## LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



Note: Chart not to scale.

## RADAR REQUIRED

FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . .

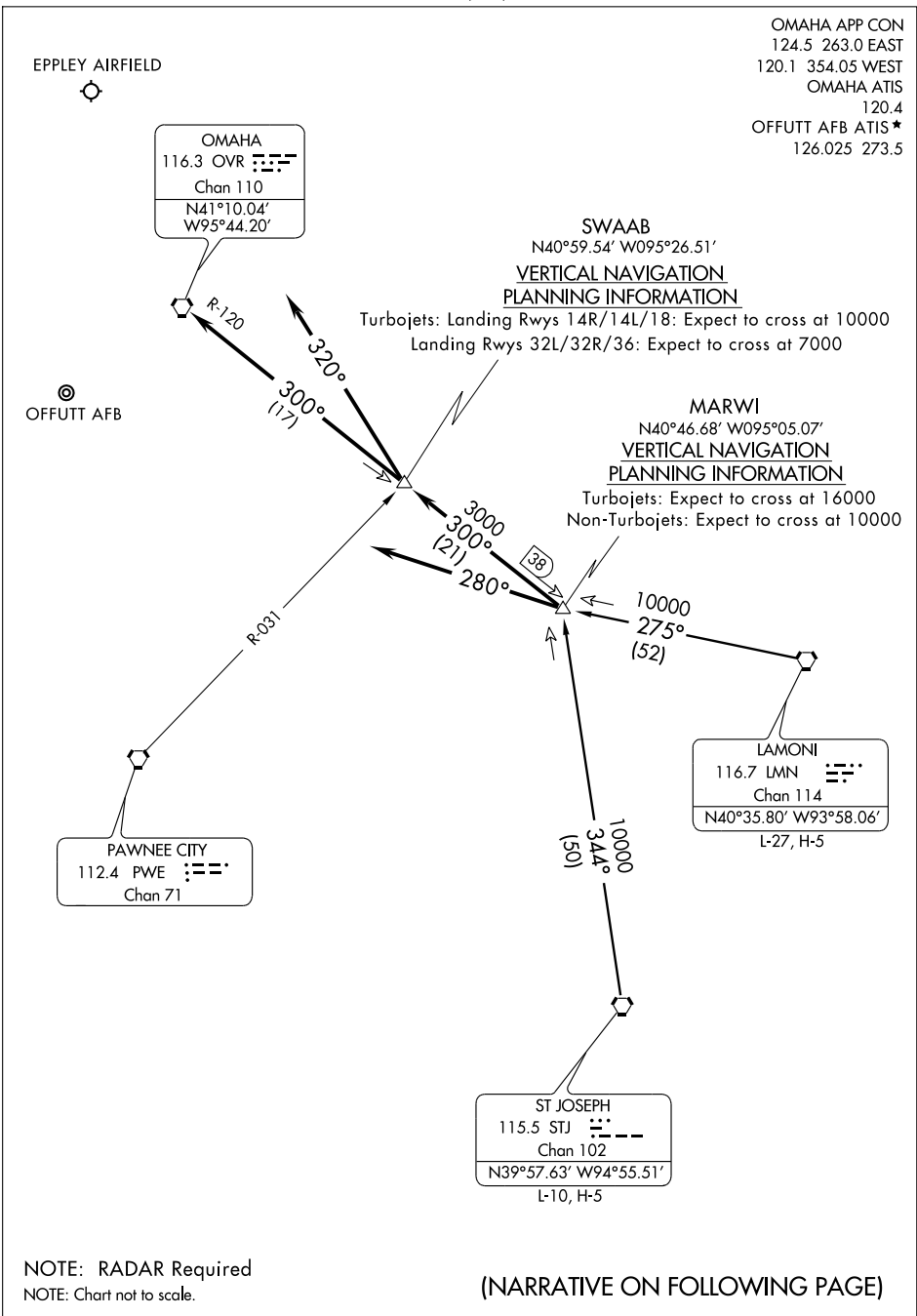
DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . .

. . . From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

## LANTK ONE ARRIVAL

OMAHA, NEBRASKA



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010



ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.

ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:

Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME then via heading 320°. Thence . . . .

Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence . . . .

LANDING OFFUTT AFB:

Depart MARWI INT via heading 280°. Thence . . . .

. . . . Expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY ATIS 120.4  
 OFFUTT AFB ATIS  
 126.025 273.5  
 OMAHA APP CON  
 124.5 263.0 EAST  
 120.1 354.05 WEST

EPPLEY AIRFIELD



MEPWE  
 N41°05.16"  
 W96°04.63"

OFFUTT AFB

OMAHA  
 116.3 OVR  
 Chan 110

LINCOLN  
 116.1 UNK  
 Chan 108

R-084

R-111

5000

001°

(14)

MOONR  
 N40°54.02°  
 W96°06.28°

TIMMO  
 N40°39.44°  
 W96°08.41°

### VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJET: Expect to cross at 16000  
 NON-TURBOJET: Expect to cross at 10000

10000  
 001°  
 (28)

PAWNEE CITY  
 112.4 PWE  
 Chan 71  
 N40°12.02' W96°12.38'  
 L-10, H-5

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

## ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence . . .

. . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS  
**124°**

Rwy ldg **10,694'**  
THRE **1039**  
Arpt Elev **1048**

AL-544 [USAF]

OFFUTT AFB (KOFF)

▼ \* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.  
\*\* Circling not authorized N of Rwy 12-30.



MISSED APPROACH: Climb to 3000 direct TYTAN and hold.

ATIS \*

**126.025 273.5**

OMAHA APP CON

**E 124.5 263.0**  
**W 120.1 354.05**

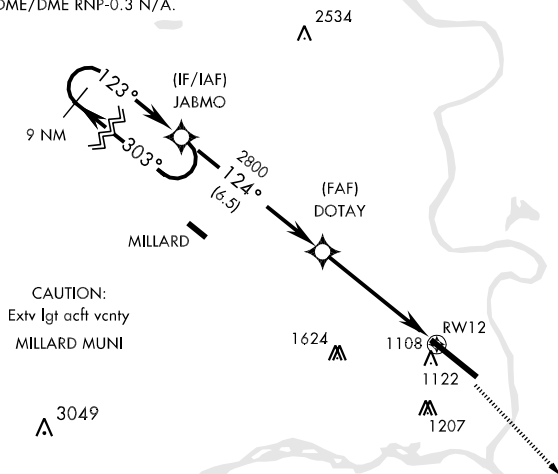
OFFUTT TOWER

**123.7 279.625**

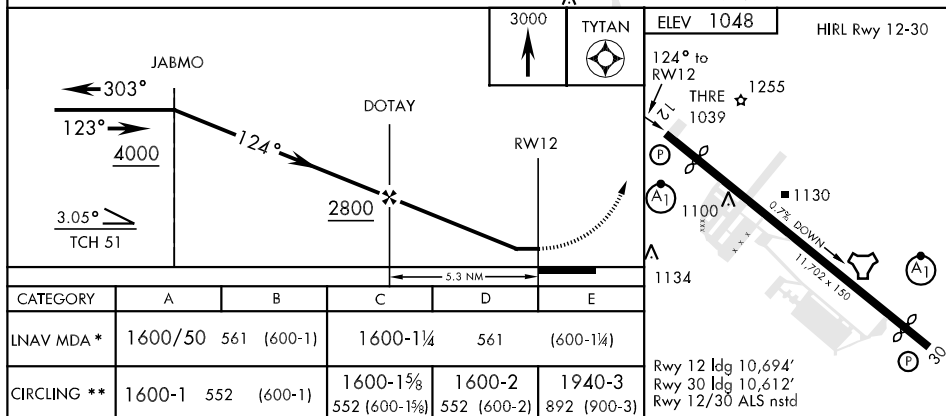
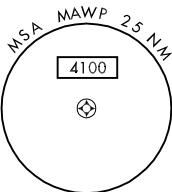
GND CON

**121.7 289.4**

DME/DME RNP-0.3 N/A.



EMERG SAFE ALT 100 NM 4700



APCH CRS  
**304°**

Rwy ldg **10,612**  
THRE **972**  
Arpt Elev **1048**

AL-544 [USAF]

OFFUTT AFB (KOFF)



\* When ALS inop, increase CAT AB RVR to 55  
and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

\*\* Circling not authorized N of Rwy 12-30.

ALSF-1  
A1

MISSED APPROACH: Climb to  
3000 direct SARPY and hold.

ATIS \*

**126.025 273.5**

OMAHA APP CON

**E 124.5 263.0**

**W 120.1 354.05**

OFFUTT TOWER

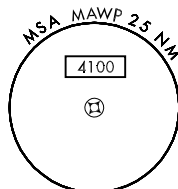
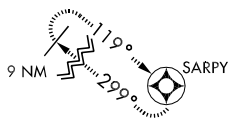
**123.7 279.625**

GND CON

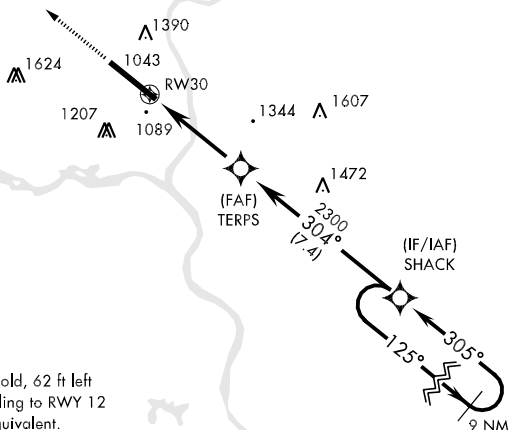
**121.7 289.4**

DME/DME RNP-0.3 N/A.

Λ 2534



Λ 3049



CAUTION: Terrain 1043 ft MSL, 200 ft from threshold, 62 ft left  
of runway centerline. USAF: When VGSI inop, circling to RWY 12  
at night requires approval from MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4700

3000

SARPY



SHACK

TERPS

1.5 NM  
to RW30

RW30

2300

3000

2.84°  
TCH 56

CATEGORY

A

B

C

D

E

LNAV MDA \*

1480/24

508

(500-1/2)

1480/55

508

(500-1)

CIRCLING \*\*

1520-1

1540-1

(500-1)

1580-1 1/2

1600-2

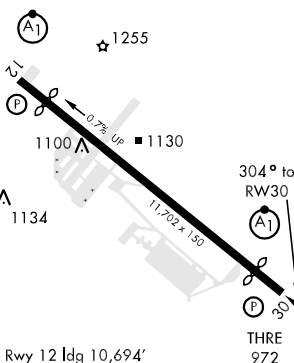
(600-1 1/2)

1940-3

(900-3)

ELEV 1048

HIRL Rwy 12-30





Rwy 12 ldg 10,694'

Rwy 30 ldg 10,612'

Rwy 12/30 ALS nstd


OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST  
EPPELEY AIRFIELD ATIS  
120.4  
OFFUTT AFB ATIS ★  
126.025 273.5

SIOUX CITY  
 116.5 SUX   
 Chan 112  
 N42°20.67' W96°19.42'  
 L-12

BECOM  
N41°57.81' W096°07.87'  
VERTICAL NAVIGATION  
PLANNING INFORMATION   
Turbojets: Expect to cross at 16000  
Non-Turbojets: Expect to cross at 11000

AANDY  
N41°49.18'  
W096°03.55'

CANIO  
N41°38.81'  
W095°58.38'

OMAHA  
116.3 OVR   
Chgn 110

NOTE: DME Required  
NOTE: RADAR Required  
NOTE: Chart not to scale.

## EPPLEY AIRFIELD

OFFUTT AFB ©

From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME.  
Thence . . . .

. . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

... EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME, Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other runways: fly heading 145° for RADAR vectors to final approach course.

TACAN OFF Chan <b>54</b>	APCH CRS <b>119°</b>	Rwy Idg <b>10,694</b> THRE <b>1039</b> Arpt Elev <b>1048</b>	AL-544 [USAF]	OFFUTT AFB (KOFF)
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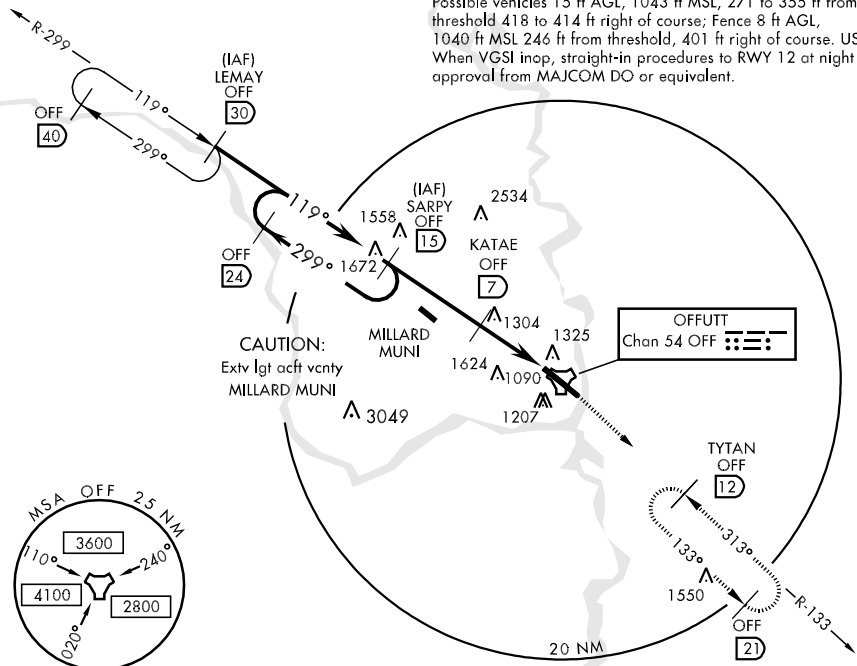
\* When ALS inop, increase CAT AB RVR to 55  
and vis to 1 mile, CAT CDE vis to 1¾ miles.  
\*\* Circling not authorized N of Rwy 12-30.



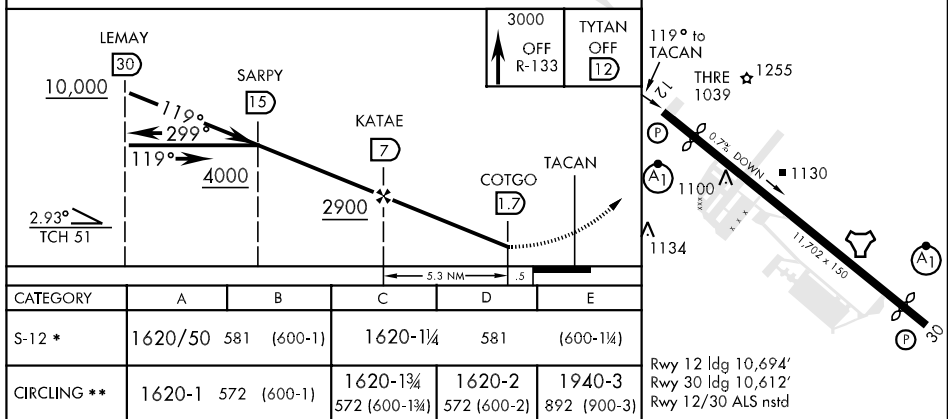
MISSED APPROACH: Climb to 3000 via  
OFF TACAN R-133 to TYTAN and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

**CAUTION:** Terrain 1044 ft MSL, 200 ft from threshold, 400 ft right of course. Possible vehicles 15 ft AGL, 1043 ft MSL, 271 to 355 ft from threshold 418 to 414 ft right of course; Fence 8 ft AGL, 1040 ft MSL 246 ft from threshold, 401 ft right of course. USAF: When VGSi inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DQ or equivalent.



EMERG SAFE ALT 100 NM 4700



OMAHA, NEBRASKA

41° 07' N-95° 54' W

OFFUTT AFB (KOFF)

Amdt 1 10266

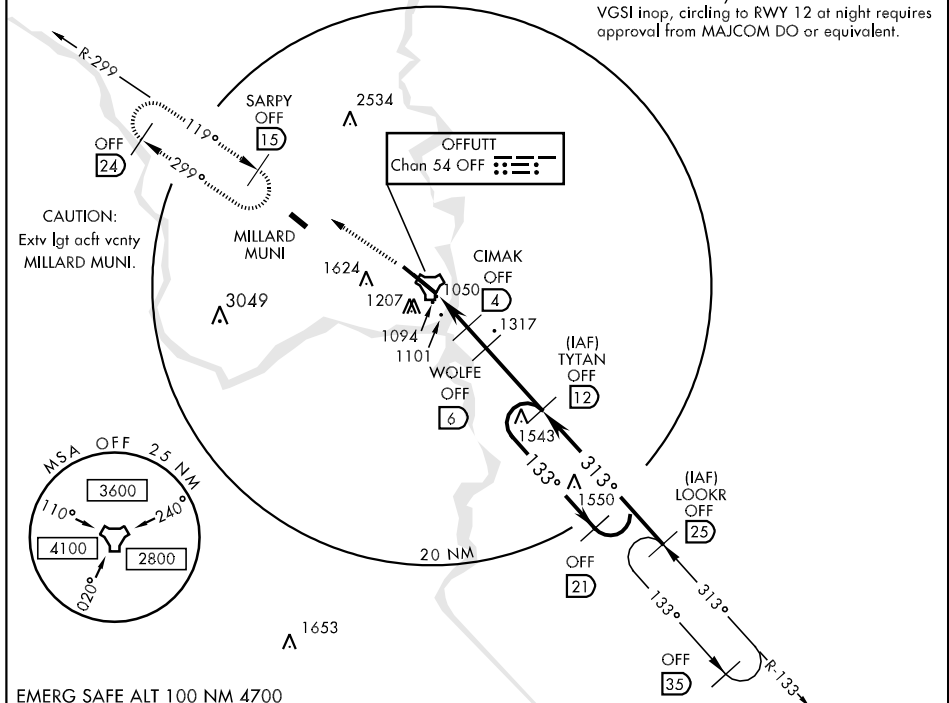
TACAN RWY 12

NC-2, 21 OCT 2010 to 18 NOV 2010

**NC-2, 21 OCT 2010 to 18 NOV 2010**

TACAN OFF Chan <b>54</b>	APCH CRS <b>313°</b>	Rwy Idg <b>10,612</b> THRE <b>972</b> Arpt Elev <b>1048</b>	AL-544 [USAF]	OFFUTT AFB (KOFF)
<b>▼</b> * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles. ** Circling not authorized N of Rwy 12-30.			ALS-1 	MISSED APPROACH: Climb to 3000 via OFF TACAN R-299 to SARPY and hold.
ATIS ★ <b>126.025 273.5</b>	OMAHA APP CON <b>E 124.5 263.0</b> <b>W 120.1 354.05</b>	OFFUTT TOWER <b>123.7 279.625</b>	GND CON <b>121.7 289.4</b>	

CAUTION: Terrain 1043 ft MSL, 200 ft from threshold, 62 ft left of runway centerline. USAF: When VGSI inop, circling to RWY 12 at night requires approval from MAJCOM DO or equivalent.



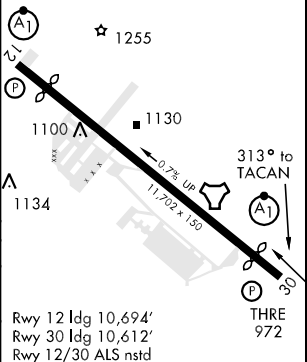
EMERG SAFE ALT 100 NM 4700

3000 OFF R-299	SARPY OFF 15		LOOKR 25			ELEV 1048	HIRL Rwy 12-30
TACAN	COLIB 1	CIMAK 4	WOLFE 6	TYTAN 12	3000	9500	
6		3 NM		2 NM			
CATEGORY	A	B	C	D	E		
S-30 *	1360/40		388	(400-¾)			
CIRCLING **	1520-1 472 (500-1)	1540-1 492 (500-1)	1580-1½ 532 (600-1½)	1600-2 552 (600-2)	1940-3 892 (900-3)		

Diagram illustrating a runway layout with various navigation aids and elevation markers. The runway is labeled with 'TACAN', 'COLIB 1', 'CIMAK 4', 'WOLFE 6', 'TYTAN 12', and 'LOOKR 25'. Elevation markers include 3000, 2100, 2700, 3000, and 9500. Angles of 313°, 133°, and 2.82° are indicated. A distance of 56 TCH is shown.

Diagram illustrating a runway layout with various navigation aids and elevation markers. The runway is labeled with 'TACAN', 'COLIB 1', 'CIMAK 4', 'WOLFE 6', 'TYTAN 12', and 'LOOKR 25'. Elevation markers include 3000, 2100, 2700, 3000, and 9500. Angles of 313°, 133°, and 2.82° are indicated. A distance of 56 TCH is shown.

Rwy 12 ldg 10,694'  
Rwy 30 ldg 10,612'  
Rwy 12/30 ALS nstd



Rwy 12 Idg 10,694'  
Rwy 30 Idg 10,612'  
Rwy 12/30 ALS nstd



ATIS	
120.4	
OMAHA TOWER	
132.1 256.9	
GND CON	
121.9	
CLNC DEL	
119.9	

D



JANUARY 2010  
QUAL RATE OF CHANGE  
0.1° W

41° 19' N

U.S.  
POST OFFICE

FIELD  
ELEV  
984

FIFV

ELEV 0



§ 1

HS

HS

RWY 14L-32R  
S-100, D-209, 2S-175, 2D-345  
RWY 14R-32L  
S-100, D-184, 2S-175, 2D-346  
RWY 18-36  
S-150, D-175, 2S-175, 2D-260

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NOTE: Group IV and larger aircraft with a wingspan of greater than 158 feet are prohibited from using taxiway E east of runway 18/36 due to the location of the runway 36 ILS glideslope antenna.

41° 18' N

95° 54' W

95° 53' W

OMAHA, NEBRASKA

10266

OMAHA/EPPLEY AIRFIELD (OMA)

NC-2, 21 OCT 2010 to 18 NOV 2010

## OMAHA

## EPPLEY AIRFIELD

(OMA) 3 NE UTC-6(-5DT) N41°18.19' W95°53.64'

OMAHA

984 B S4 FUEL 100LL, JET A OX 4 LRA Class I, ARFF Index C NOTAM FILE OMA  
 RWY 14R-32L: H9499X150 (CONC-ASPH-GRVD) S-100, D-184, 2S-175, 2D-346 HIRL CL

H-5C, L-101, 121  
 IAP, AD

RWY 14R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 32L: MALSR. PAPI(P4R)—GA 3.0° TCH 52'.

RWY 18-36: H8153X150 (ASPH-CONC-GRVD) S-150, D-175,  
 2S-175, 2D-260 HIRL

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 52'. Thld displd 139'.

RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 57'.

RWY 14L-32R: H8500X150 (CONC) S-100, D-209, 2S-175,  
 2D-345

HIRL CL

RWY 14L: MALSR.

RWY 32R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 50'. Rgt tfc.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 14L: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

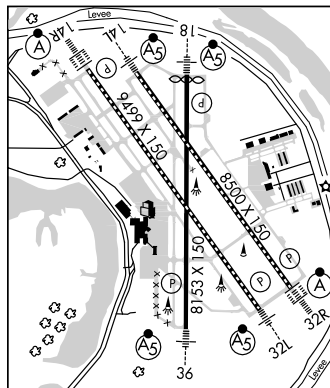
RWY 14R: TORA-9502 TODA-9502 ASDA-9502 LDA-9502

RWY 18: TORA-8153 TODA-8153 ASDA-8153 LDA-8013

RWY 32L: TORA-9502 TODA-9502 ASDA-9502 LDA-9502

RWY 32R: TORA-8500 TODA-8500 ASDA-8500 LDA-8500

RWY 36: TORA-8153 TODA-8153 ASDA-8153 LDA-8153



AIRPORT REMARKS: Attended continuously. Birds on and in/ov of arpt.

Rwy 18-36 south 3305 feet asphalt remainder 4848 feet concrete. Noise mitigation procedures prohibit VFR patterns for military turbojet acft between 0500-1200Z. Use caution for mowers adjacent to movement area from Mar thru Oct. Rwy 32R touchdown, midfield and rollout rwy visual range avbl. Rwy 18 touchdown rwy visual range avbl. Rwy 14R touchdown, midpoint and rollout rwy visual range avbl. Group IV and larger acft with a wingspan greater than 158' are prohibited from using Twy 'E' east of Rwy 18-36 due to the location of the Rwy 36 ILS glideslope antenna. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (402) 344-0324. HIWAS 116.3 OVR. LLWAS.

COMMUNICATIONS: D-ATIS 120.4 UNICOM 122.95

OMAHA RCO 122.35 (COLUMBUS RADIO)

OMAHA RCO 122.1R 116.3T (FORT DODGE RADIO)

Ⓡ OMAHA APP/DEP CON 120.1 (West) 124.5 (East)

OMAHA TOWER 132.1 GND CON 121.9 CLNC DEL 119.9

AIRSPACE: CLASS C svc etc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 311° 10.8 NM to fld. 1300/8E.  
 HIWAS.

GERFI NDB (MHW/LOM) 320 OM N41°22.01' W95°57.38' 139° 4.8 NM to fld.

FLICK NDB (LOM) 513 PP N41°24.11' W95°53.64' 175° 5.9 NM to fld. Unmonitored.

RIKKY NDB (LOM) 426 EN N41°13.18' W95°49.08' 320° 6.1 NM to fld.

ILS/DME 110.9 I-PPY Chan 46 Rwy 18 Class IB LOM FLICK NDB. LOM and MM Unmonitored.

ILS 110.3 I-OMA Rwy 14R. Class IIIIE. LOM GERFI NDB.

ILS 111.9 I-ENF Rwy 32L. LOM RIKKY NDB. LOM and MM unmonitored. LOC unusable by 25° left of  
 centerline.

ILS/DME 111.15 I-EDI Chan 48 Rwy 32R. Class IIIIE.

ILS/DME 110.7 I-OGN Chan 44 Rwy 36.

ILS/DME 111.75 I-RAY Chan 54(Y) Rwy 14L. Class IE.


## BLUFS ONE DEPARTURE


SL-304 FAA)


OMAHA/ EPPLEY AIRFIELD (OMA)


OMAHA, NEBRASKA


ATIS 120.4  
OMAHA CLNC DEL  
119.9  
OMAHA DEP CON  
124.5 263.0


SIoux FALLS  
115.0 FSD   
Chan 97  
N43°38.97' W96°46.87'  
L-12, H-2


GOPHER  
117.3 GEP   
Chan 120  
N45°08.74' W93°22.39'  
L-12-14, H-2


YANKTON  
111.4 YKN   
Chan 51  
N42°55.10' W97°23.10'  
L-12


FORT DODGE  
113.5 FOD   
Chan 82  
N42°36.67' W94°17.69'  
L-12, H-5

SIoux CITY  
116.5 SUX   
Chan 112  
N42°20.67' W96°19.42'  
L-12

IOWA CITY  
116.2 IOW   
Chan 109  
N41°31.14' W91°36.80'  
L-28, H-5


DES MOINES  
117.5 DSM   
Chan 122  
N41°26.25' W93°38.91'  
L-12-27, H-5

ST JOSEPH  
115.5 STJ   
Chan 102  
N39°57.63' W94°55.51'  
L-10, H-5

LAMONI  
116.7 LMN   
Chan 114  
N40°35.80' W93°58.06'  
L-27 H-5

NOTE: Rwy 14L: 400-2 or std. with a min.  
climb of 210' per NM to 1500'.  
Rwy 18: 300-1.

NOTE: RADAR REQUIRED  
NOTE: Chart not to scale.

KANSAS CITY  
113.25 MCI   
Chan 79 (Y)  
N39°17.12' W94°44.22'  
L-10, H-5

## DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

ATIS 120.4  
OMAHA CLNC DEL  
119.9  
OMAHA DEP CON  
120.1 354.05

O'NEILL  
113.9 ONL   
Chan 86  
N42°28.23' W98°41.22'  
L-12, H-5

NORFOLK  
109.6 OFK   
Chan 33  
N41°59.28' W97°26.07'  
L-12

NORTH PLATTE  
117.4 LBF   
Chan 121  
N41°02.92' W100°44.83'  
L-10-12, H-5

WOLBACH  
114.8 OBH   
Chan 95  
N41°22.54' W98°21.22'  
L-12, H-5

LINCOLN  
116.1 LNK   
Chan 108  
N40°55.43' W96°44.52'  
L-10, H-5

PAWNEE CITY  
112.4 PWE   
Chan 71  
N40°12.02' W96°12.38'  
L-10, H-5

WICHITA  
113.8 ICT   
Chan 85  
N37°44.71' W97°35.03'  
L-10-15, H-5

NOTE: RADAR REQUIRED  
NOTE: Chart not to scale.

NOTE: Rwy 14L: 400-2 or std. with a min.  
climb of 210' per NM to 1500'.  
Rwy 18: 300-1.

### DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03.
		Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

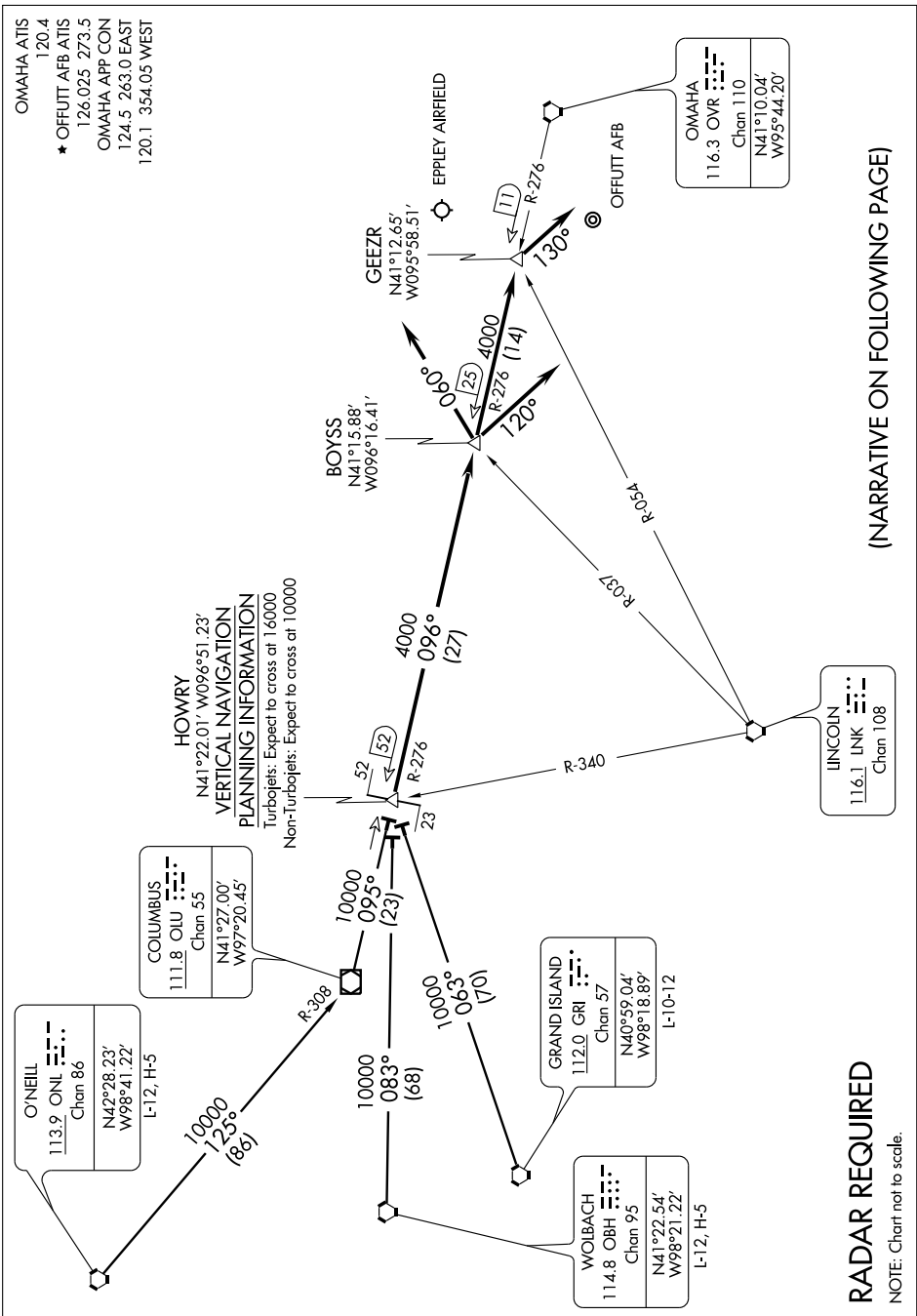
(HOWRY.HOWRY1) 07354

# HOWRY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

NC-2, 21 OCT 2010 to 18 NOV 2010



## ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence . . . .

. . . . Landing Eppeley Airfield:

Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.

Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:

Runway 12: Expect radar vectors to final approach course.

Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.



LOC/DME I-RAY <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>984</b> <b>984</b>
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# ILS or LOC/DME RWY 14L

OMAHA/ EPPLEY AIRFIELD (OMA)

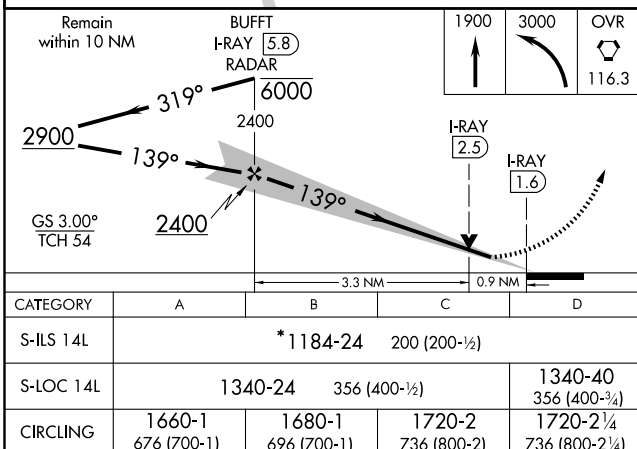
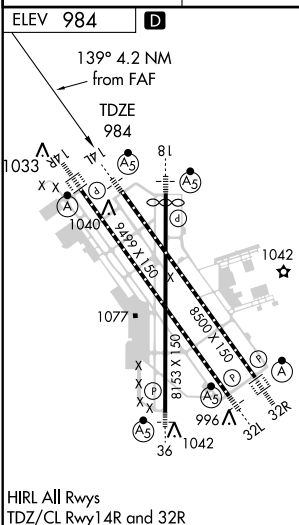
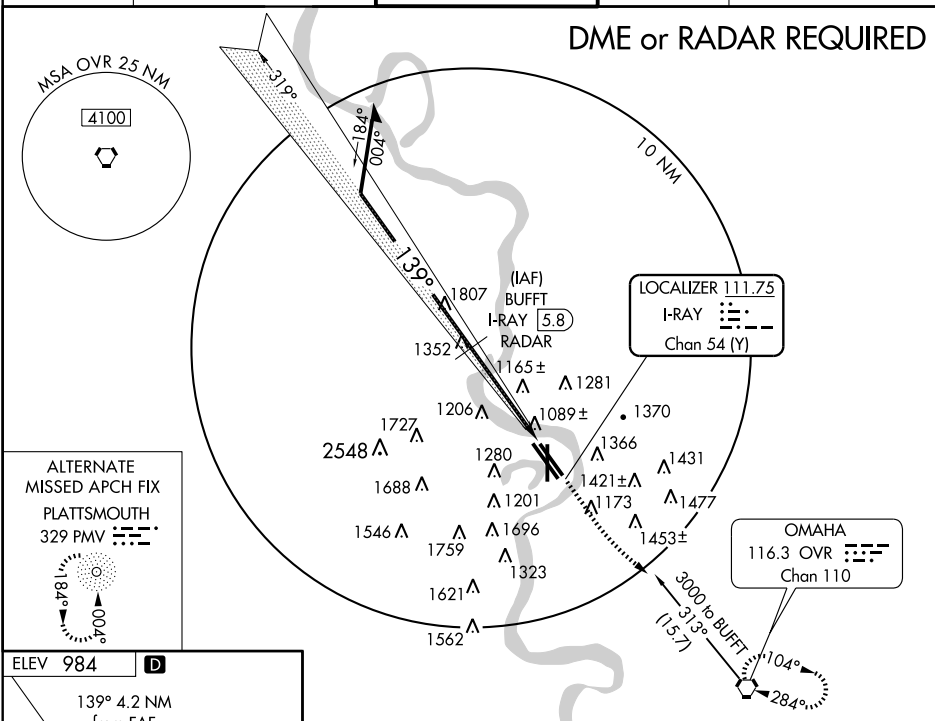
**V** \* RVR 1800 authorized with the use of FD or AP or HUD to DA.  
**A** Disregard outer marker indication.

MALSR

MISSED APPROACH: Climb to 1900, then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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## DME or RADAR REQUIRED



LOC I-OMA	APP CRS	Rwy Idg <b>9499</b>
<b><u>110.3</u></b>	<b>139°</b>	TDZE <b>984</b>
		Apt Elev <b>984</b>

## ILS or LOC/DME RWY 14R

OMAHA/EPPLEY AIRFIELD (OMA)



ALSF-2



**MISSED APPROACH:** Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

## ATIS

### 120.4

OMAHA APP CON  
124.5 263.0 EAST  
20.1 354.05 WEST

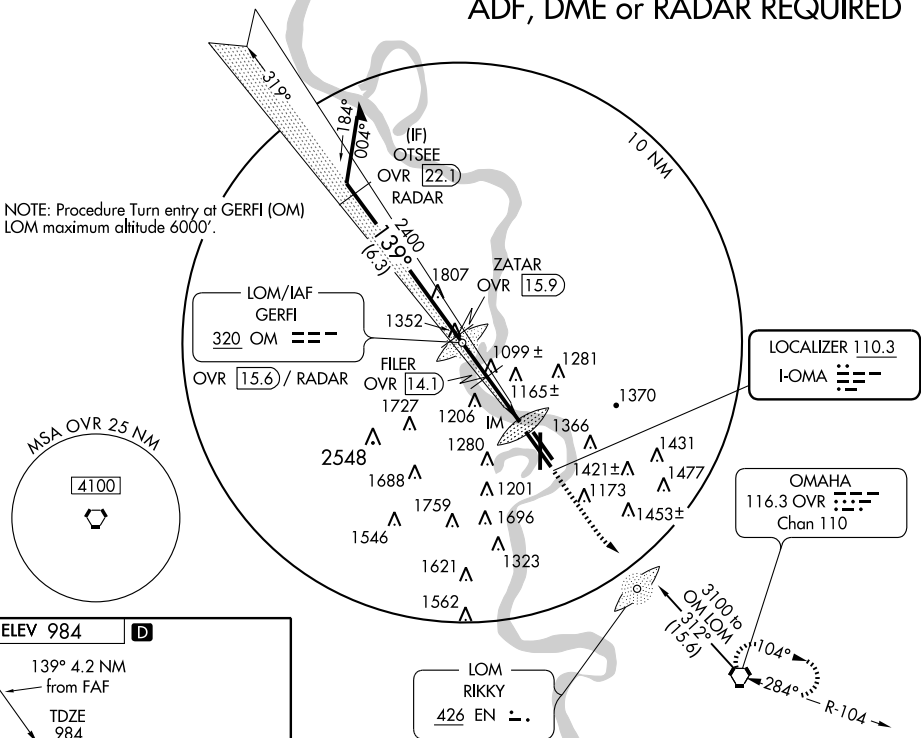
OMAHA TOWER  
132 1 256 9

GND CON  
121.9

CLNC DEL  
119.9

ADF, DME or RADAR REQUIRED

NOTE: Procedure Turn entry at GERFI (OM)  
LOM maximum altitude 6000'.



ELEV 984

**D**

## 4.2 NM

in FAF

84

741 (A5)

040 1946



1077 ■

2

1

wy 14R c

NEBRASKA

10042

HIRL All Rwy  
TDZ/CL Rwy 14R and 32R

OMAHA, NEBRASKA

Amdt 4A 10042

41° 18' N-95° 54' W

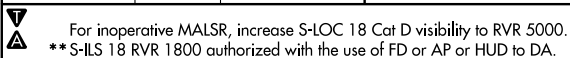
ILS or LOC/DME RWY 14R

NC-2. 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PPY <b>110.9</b> Chan <b>46</b>	APP CRS <b>175°</b>	Rwy Idg <b>8013</b> TDZE <b>981</b> Apt Elev <b>984</b>
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## ILS or LOC/DME RWY 18

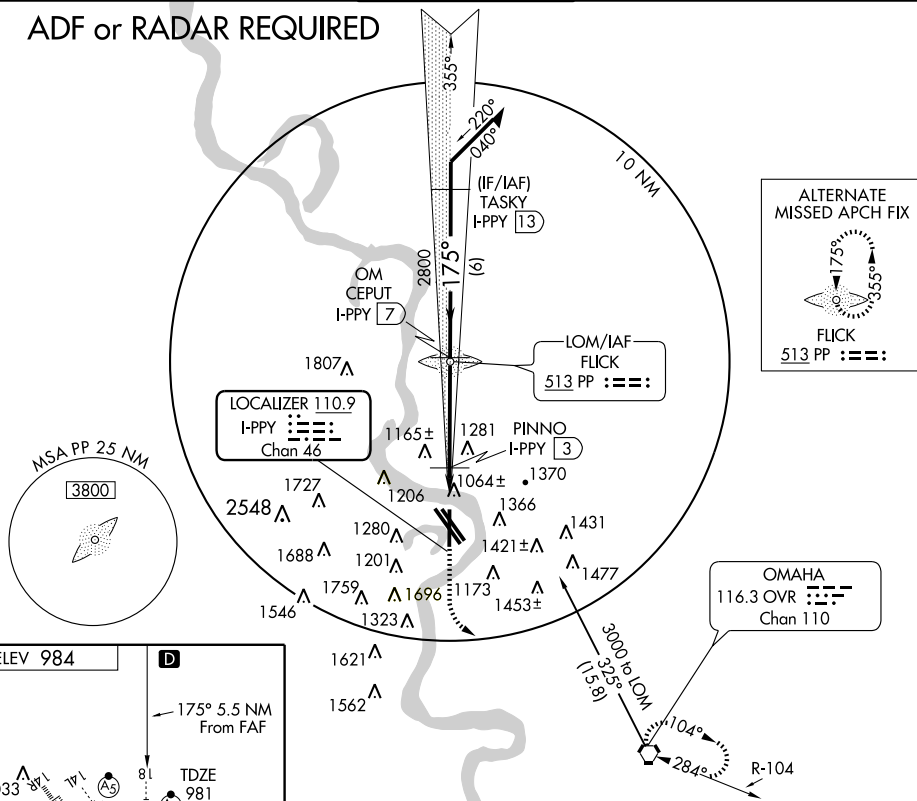
OMAHA/EPPLEY AIRFIELD (OMA)



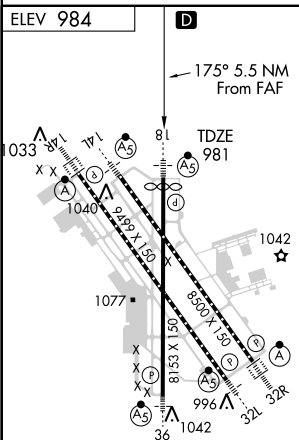
**MISSED APPROACH:** Climb to 1800 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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## ADF or RADAR REQUIRED



ELEV 984



HIRL All Rwy  
TDZ/CL Rwy 14R and 32R

Remain within 10 NM

3000

355°

TASKING I-PPY 13

OM CEPUT I-PPY 7

PP LOM

1800

3000

OVR 116.3

\*LOC only

GS 3.00° TCH 51

2800

175°

1500

PINNO I-PPY 3

I-PPY 2.4

I-PPY 1.5

6 NM

4 NM

0.6

0.9 NM

CATEGORY	A	B	C	D
S-ILS 18**	1181/24 200 (200-½)			
S-LOC 18	1320/24 339 (400-½)			1320/40 339 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2 ½ 736 (800-2 ½)

OMAHA, NEBRASKA

Amdt 8A 10042

OMAHA /EPPLEY AIRFIELD (OMA)

41° 18' N-95° 54' W

ILS or LOC/DME RWY 18

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

LOC I-ENF <b><u>111.9</u></b>	APP CRS <b>319°</b>	Rwy Idg <b>9499</b> TDZE <b>980</b> Apt Elev <b>984</b>
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## ILS or LOC RWY 32L

OMAHA/EPPLEY AIRFIELD (OMA)

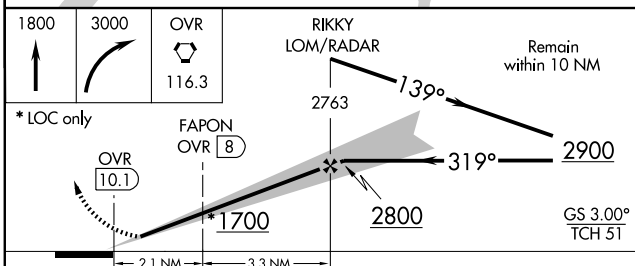
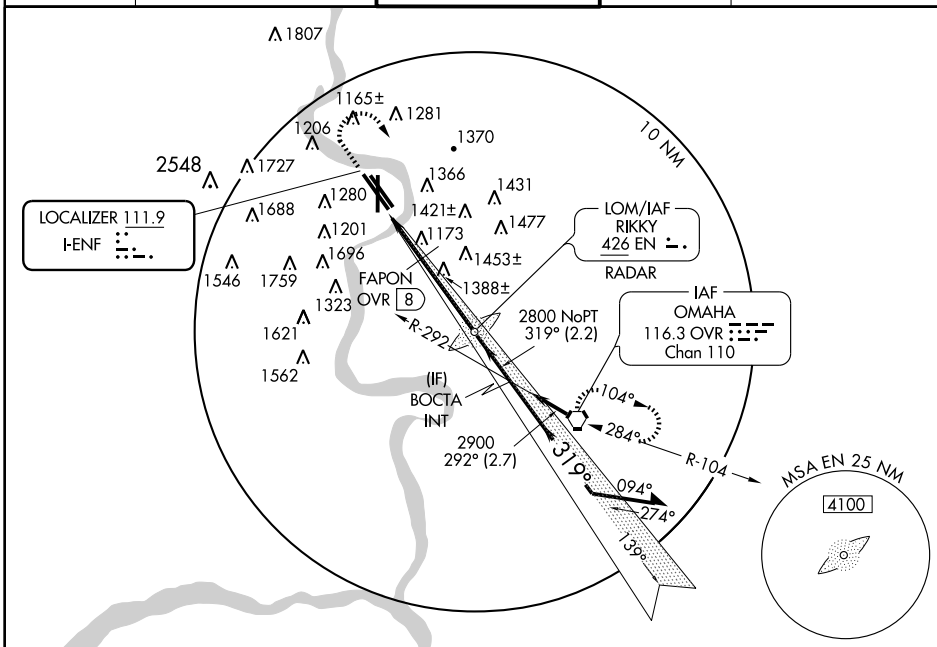


\*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

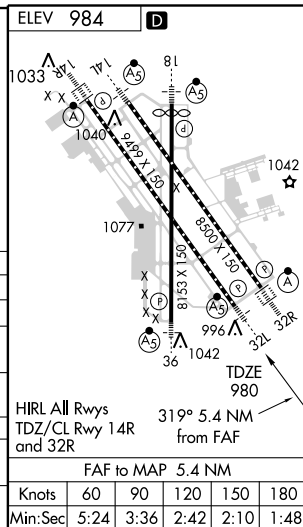


**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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CATEGORY	A	B	C	D
S-ILS 32L	**1180/24 200 (200-½)			
S-LOC 32L	1700/24 720 (800-½)	1700-1½ 720 (800-½)	1700-1¾ 720 (800-1¾)	
CIRCLING	1700-1 716 (800-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)	
FAPON FIX MINIMUMS				
S-LOC 32L	1620/24 640 (700-½)	1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)	
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)



OMAHA, NEBRASKA

Amdt 1A 10042

41° 18' N-95° 54' W

OMAHA /EPPLEY AIRFIELD (OMA)

ILS or LOC RWY 32L

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EDI  
**111.15**  
Chan **48** (Y)

APP CRS  
**319°**

Rwy Idg  
TDZE  
Apt Elev

**8500**  
**984**  
**984**

# ILS or LOC RWY 32R

OMAHA/EPPLEY AIRFIELD (OMA)



MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS  
**120.4**

OMAHA APP CON  
**124.5 263.0** EAST  
**120.1 354.05** WEST

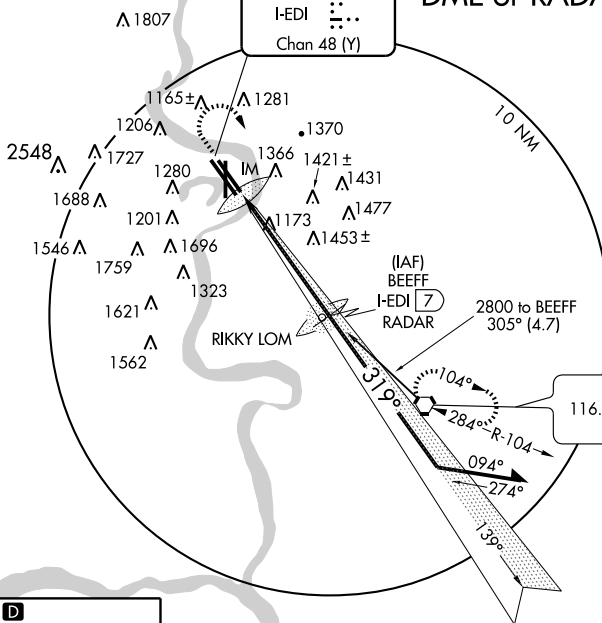
OMAHA TOWER  
**132.1 256.9**

GND CON  
**121.9**

CLNC DEL  
**119.9**

LOCALIZER **111.150**  
I-EDI  
Chan **48** (Y)

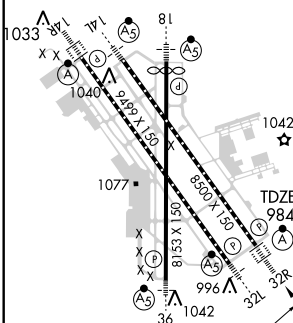
DME or RADAR REQUIRED



OMAHA  
116.3 OVR  
Chan 110

MSA OVR 25 NM  
4100

ELEV 984



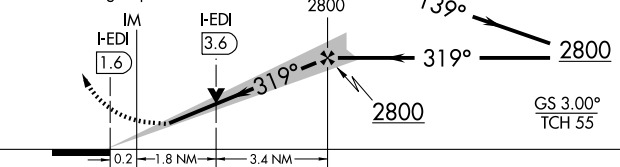
HIRL All Rwy  
TDZ/CL Rwy 14R  
and 32R

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

1800	3000	OVR
↑	↷	⬢
		116.3

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 32R	1184/18 200 (200-½)			
S-LOC 32R	1680/24 696 (700-½)	1680-1½ 696 (700-½)	1680-2 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1680-1 696 (700-1)	1680-2 696 (700-2)	1680-2½ 696 (700-2½)	1680-3 696 (700-3)

OMAHA, NEBRASKA

Orig-B 10042

OMAHA/EPPLEY AIRFIELD (OMA)

# ILS or LOC RWY 32R

41° 18' N-95° 54' W

LOC I-OMA	APP CRS	Rwy Idg <b>9499</b>
<b><u>110.3</u></b>	<b>139°</b>	TDZE <b>984</b>
		Apt Elev <b>984</b>

**ILS RWY 14R (CAT II)**  
**OMAHA/EPPLEY AIRFIELD (OMA)**



**MISSED APPROACH:** Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS  
120.4

OMAHA APP CON  
124.5 263.0 EAST  
120 1 354 05 WEST

OMAHA TOWER  
132 1 256 9

GND CON  
**121.9**

CLNC DEL  
**119.9**

ADF, DME or RADAR REQUIRED

NOTE: Procedure Turn entry at GERFI (OM)  
LOM maximum altitude 6000'.

— LOM/IAF  
GERFI  
320 OM ==

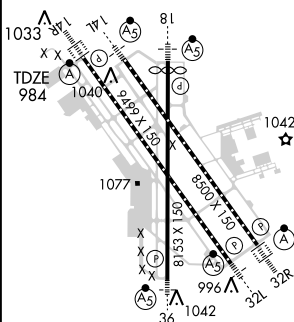
OVR 15.6 / RADAR

## LOCALIZER 110.3

OMAHA  
6.3 OVR  
Chn 110

— LOM —  
RIKKY  
426 EN ■

ELEV 984



HIRL All Rwy  
TDZ/CL Rwy 14R  
and 32R




OMAHA, NEBRASKA  
Amdt 4A 10042

	OM LOM
Remain	OVR 15.6/RADAR

Remain  
within 10 NM

2900 319° ZATAR  
OVR 15.9

GS 3.00° 2400

1900	3000	OVR
		
		116.3

CATEGORY	A	B	C	D
S-ILS 14R	RA 99/12 100 DA 1084			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

OMAHA/EPPLEY AIRFIELD (OMA)

**ILS RWY 14R (CAT II)**

41°18'N - 95°54'W

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010



LOC/DME I-EDI <b><u>111.15</u></b> Chan <b>48</b> (Y)	APP CRS <b>319°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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**ILS RWY 32R (CAT II)**  
OMAHA/ EPPLEY AIRFIELD (OMA)



ALSF-2



**MISSED APPROACH:** Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS  
120.4

OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST

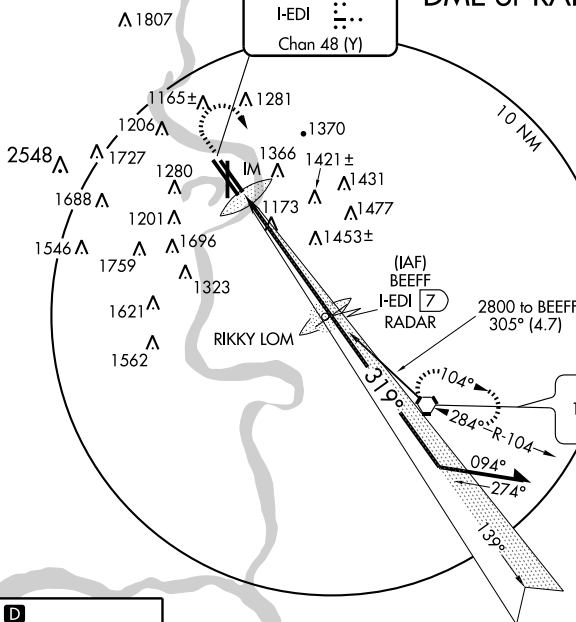
OMAHA TOWER  
132.1 256.9

GND CON  
121.9

CLNC DEL  
**119.9**

LOCALIZER 111.150  
I-EDI ::  
Chan 48 (Y)

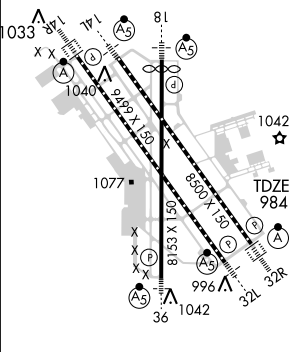
DME or RADAR REQUIRED



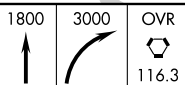
MSA OVR 25 NM

4100

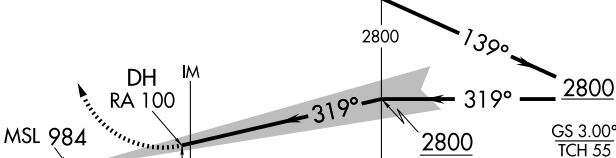
ELEV 984



HIRL All Rwys  
TDZ/CL Rwy 14R and 32R



BEEFF  
I-EDI 7  
RADAR



CATEGORY	A	B	C	D
S-ILS 32R	RA 100/12 100 DA 1084			

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

OMAHA, NEBRASKA  
Orig-B 10042

41°18'N - 95°54'W

OMAHA/ EPPLEY AIRFIELD (OMA)  
ILS RWY 32R (CAT II)



LOC/DME I-EDI <u>111.15</u> Chan <b>48</b> (Y)	APP CRS <b>319°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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**ILS RWY 32R (CAT III)**  
OMAHA/ EPPLEY AIRFIELD (OMA)



**MISSED APPROACH:** Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS  
120.4

OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST

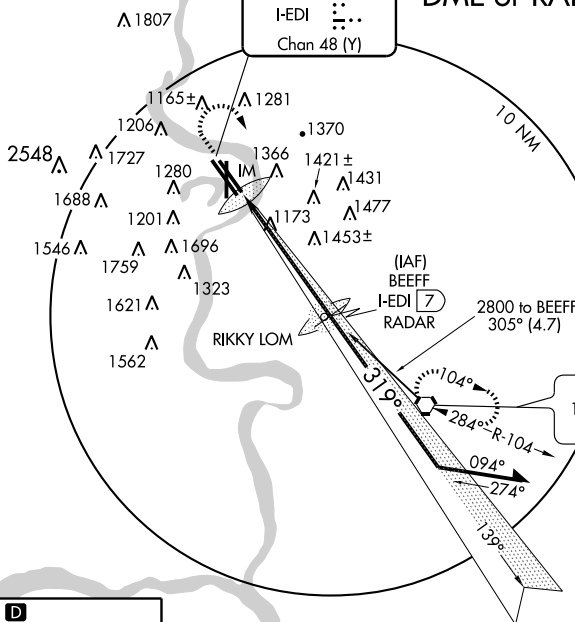
OMAHA TOWER  
132 1 256 9

GND CON  
121.9

CLNC DEL  
**119.9**

LOCALIZER 111.150  
I-EDI ::  
Chan 48 (Y)

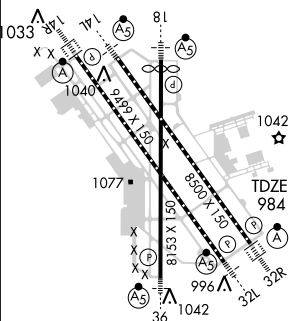
## DME or RADAR REQUIRED



MSA OVR 25 NM

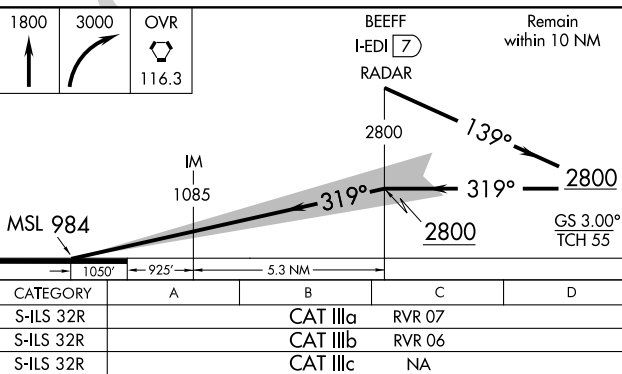
4100

ELEV 984



HIRL All Rwy  
TDZ/CL Rwy 14R and 32R

OMAHA, NEBRASKA  
Orig-B 10042



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

OMAHA/ EPPLEY AIRFIELD (OMA)

ILS RWY 32R (CAT III)

LOC/DME I-OGN <b>110.7</b> Chan <b>44</b>	APP CRS <b>355°</b>	Rwy Idg TDZE <b>979</b> Apt Elev <b>984</b>
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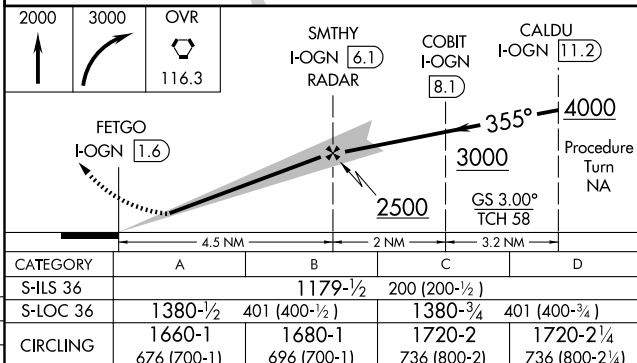
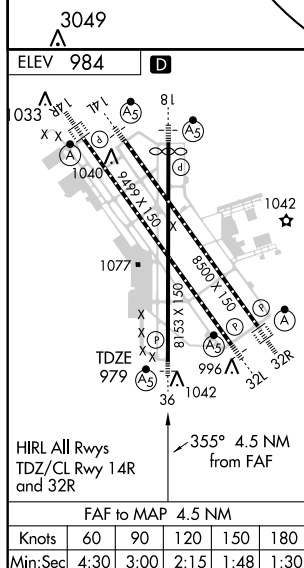
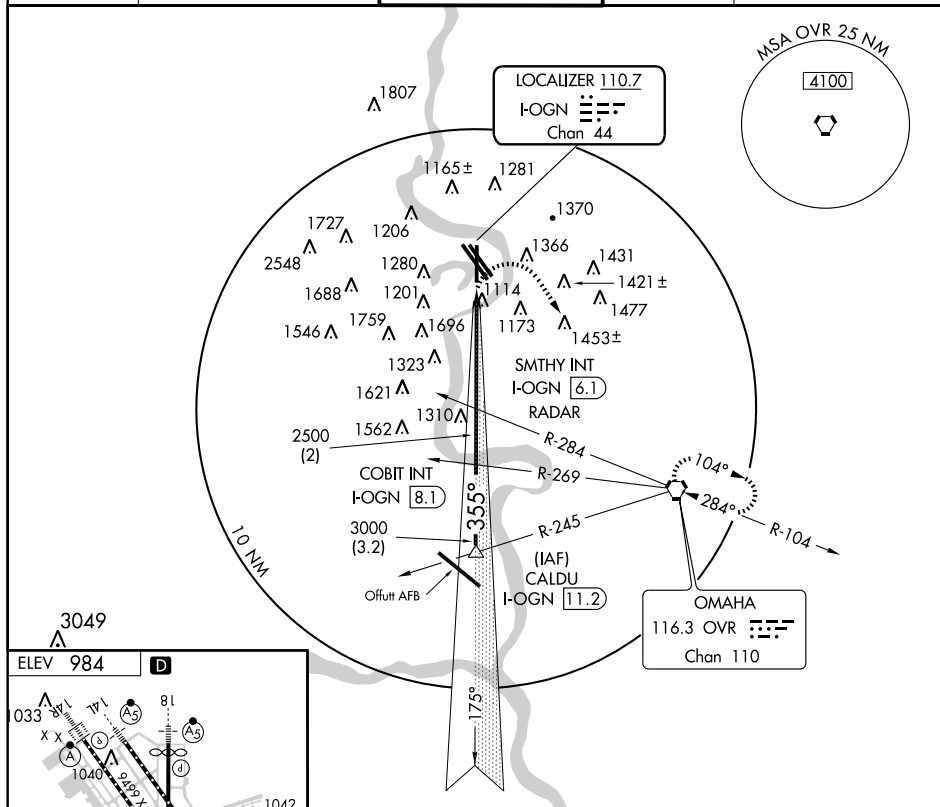
**ILS RWY 36**

OMAHA/EPPLEY AIRFIELD (OMA)



MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

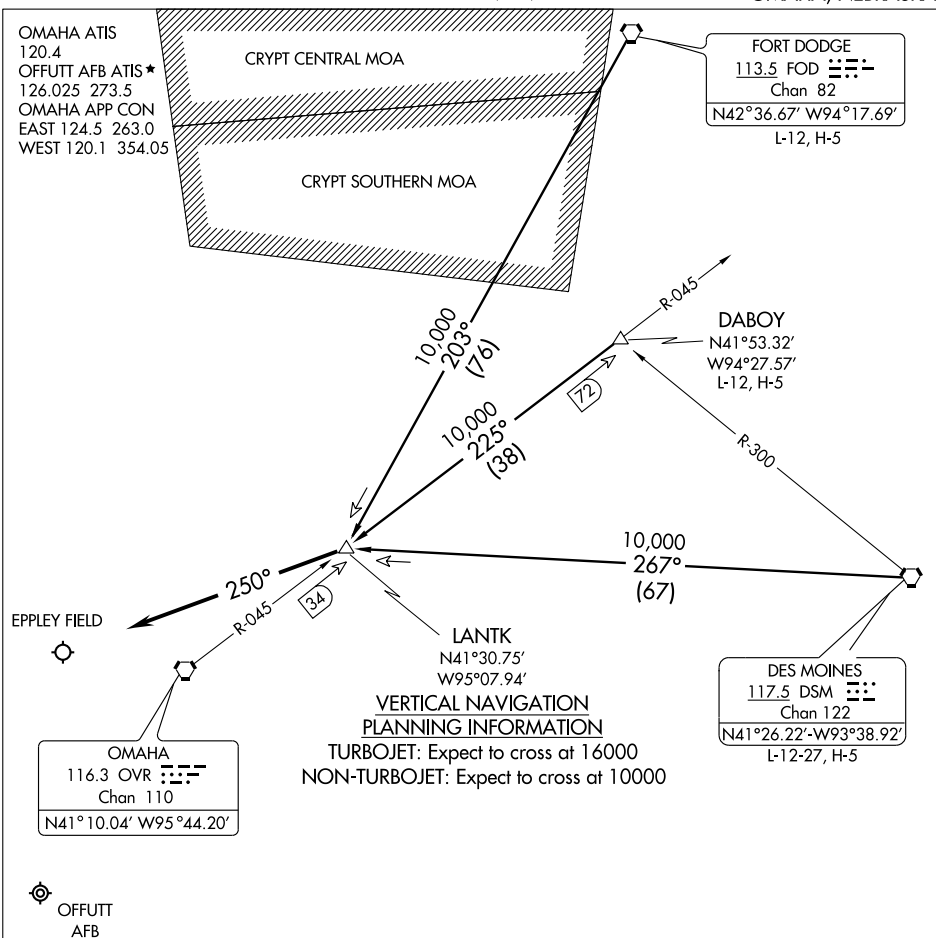
ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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## LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

Note: Chart not to scale.

## RADAR REQUIRED

FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

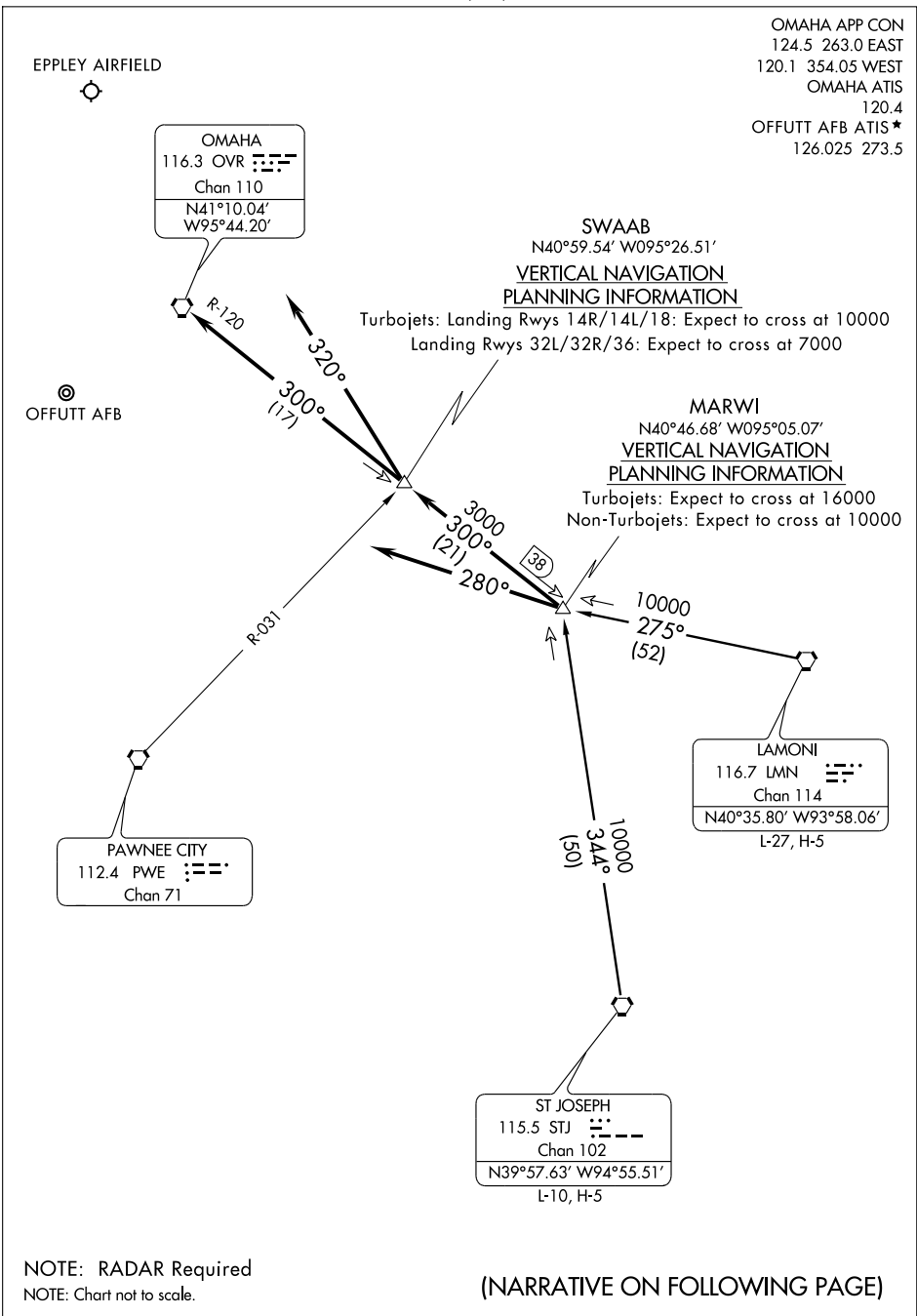
DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . . .

. . . .From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

## LANTK ONE ARRIVAL

OMAHA, NEBRASKA



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.

ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:

Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME then via heading 320°. Thence . . . .

Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence . . . .

LANDING OFFUTT AFB:

Depart MARWI INT via heading 280°. Thence . . . .

. . . . Expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY ATIS 120.4  
 OFFUTT AFB ATIS  
 126.025 273.5  
 OMAHA APP CON  
 124.5 263.0 EAST  
 120.1 354.05 WEST

EPPLEY AIRFIELD



MEPWE  
 N41°05.16"  
 W96°04.63"

OFFUTT AFB

OMAHA  
 116.3 OVR  
 Chan 110

R-084

R-111

LINCOLN  
 116.1 UNK  
 Chan 108

MOONR  
 N40°54.02°  
 W96°06.28°

TIMMO  
 N40°39.44°  
 W96°08.41°

### VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJET: Expect to cross at 16000  
 NON-TURBOJET: Expect to cross at 10000

10000  
 001°  
 (28)

5000  
 001°  
 (14)

PAWNEE CITY  
 112.4 PWE  
 Chan 71

N40°12.02' W96°12.38'  
 L-10, H-5

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

WAAS Ch <b>56699</b> <b>W14B</b>	APP CRS <b>139°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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## RNAV (GPS) RWY 14L

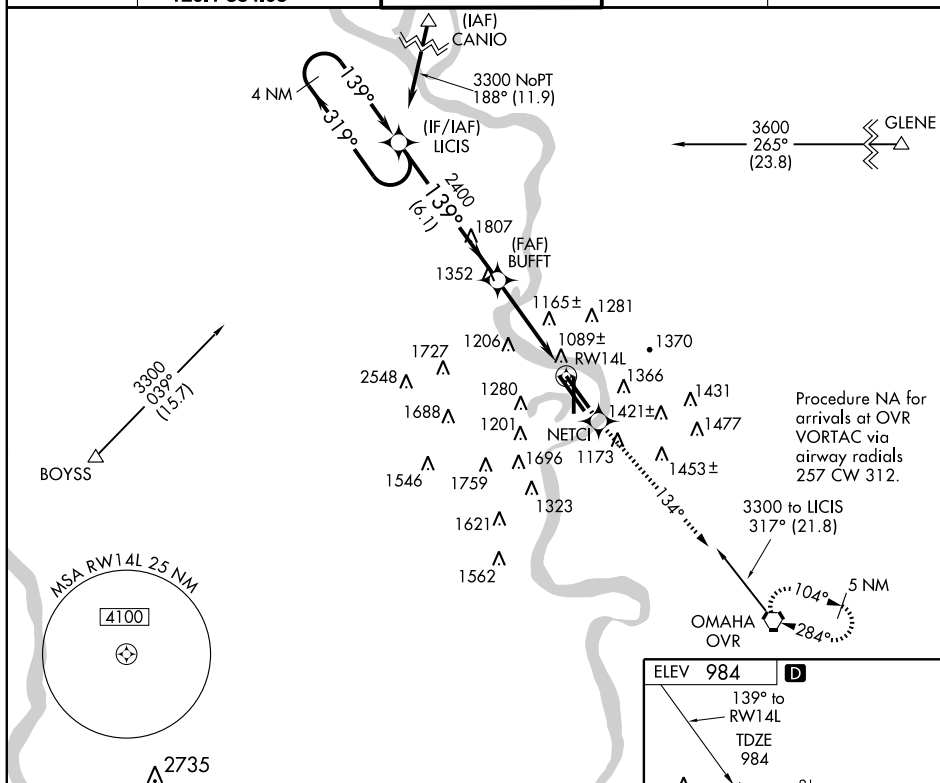
OMAHA/EPPLEY FIELD (OMA)

**▼** For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

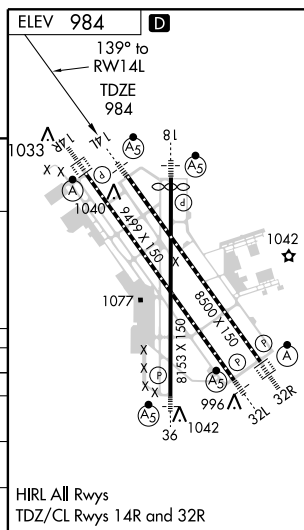


**MISSED APPROACH:** Climb to 3000 direct NETCI and via 134° track to OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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4 NM Holding Pattern		LICIS	3000	NETCI	TRK 134°	OVR
3300		319°	139°	139°	2400	
GS 3.00° TCH 54						
		6.1 NM	2.7 NM	1.5		
CATEGORY	A	B	C	D		
LPV DA	1273-24		289 (300-½)			
LNAV/VNAV DA	1521-60		537 (600-1¼)			
LNAV MDA	1520-24	536 (600-½)	1520-50	536 (600-1)	1520-60	536 (600-1¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)		



WAAS Ch <b>56217</b> W14A	APP CRS <b>139°</b>	Rwy Idg TDZE <b>984</b> Apt Elev <b>984</b>
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## RNAV (GPS) RWY 14R

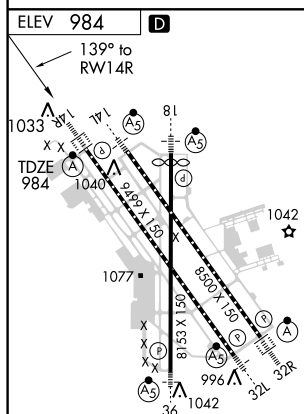
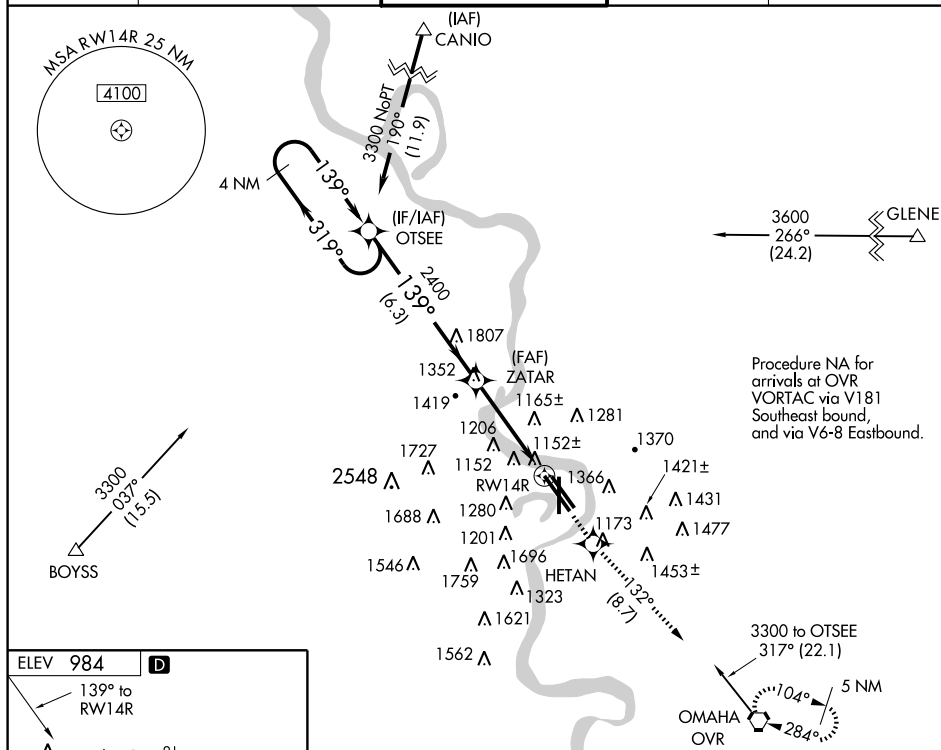
OMAHA/ EPPLEY AIRFIELD (OMA)

**⚠** Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 3000 direct HETAN and via 132° track to OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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3000	HETAN	132° TRK	OVR	OTSEE	4 NM Holding Pattern
				319°	3300
				139°	
				2400	
				1.5	2.7 NM
				6.3 NM	
CATEGORY	A	B	C	D	
LPV DA	1273/24	289 (300-½)			
LNAV/VNAV DA	1471/60	487 (500-1¼)			
LNAV MDA	1500/24	1500/50	1500/60		
	516 (600-½)	516 (600-1)	516 (600-1¼)		
CIRCLING	1660-1¾	1680-1¾	1720-2	1720-2¼	
	676 (700-1¼)	696 (700-1¾)	736 (800-2)	736 (800-2¼)	

OMAHA, NEBRASKA

Amdt 1 10042

OMAHA/ EPPLEY AIRFIELD (OMA)

41° 18' N-95° 54' W

## RNAV (GPS) RWY 14R



WAAS Ch <b>65617</b> <b>W18A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE <b>981</b> Apt Elev <b>984</b>
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**RNAV (GPS) RWY 18**

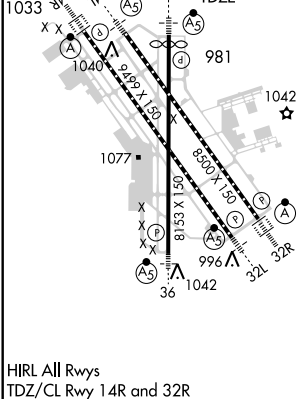
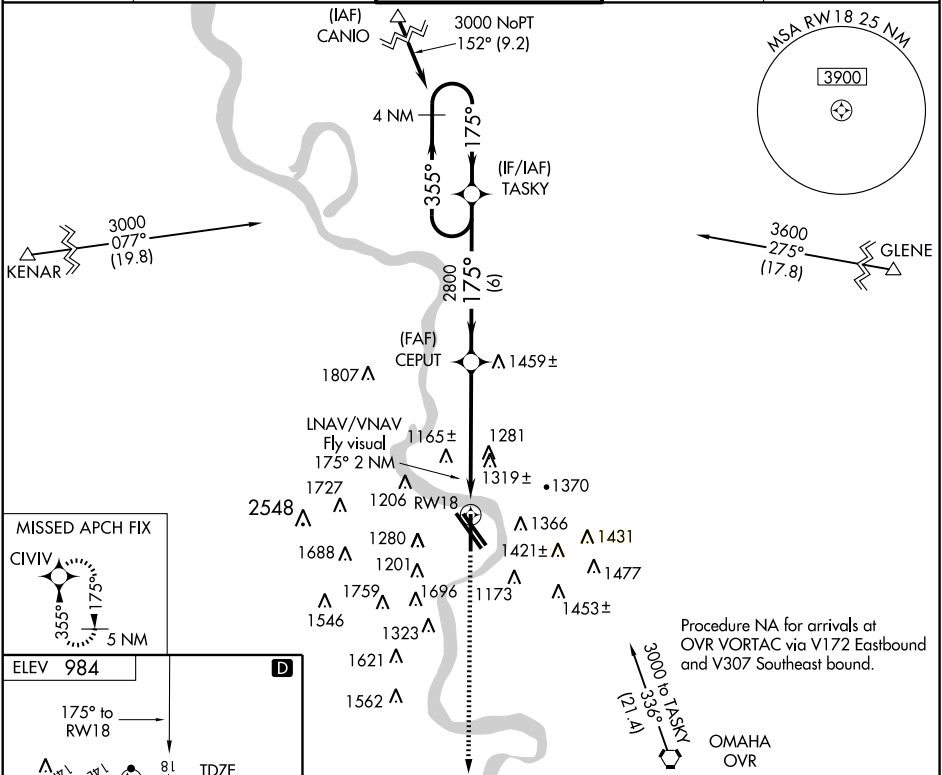
OMAHA/EPPLEY AIRFIELD (OMA)

**▼** For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA.

**MALSR**

**MISSED APPROACH:**  
Climb to 3000 direct CIVV and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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4 NM Holding Pattern				3000	CIVV
TASKY				355°	175°
CEPUT				175°	2800
LNNAV/VNAV Fly visual 175° 2 NM				175°	2800
RW18				175°	2800
*1.7 NM to RW18				175°	2800
*LNNAV only				175°	2800
6 NM				3.8 NM	1.7
CATEGORY	A	B	C	D	
LPV DA	1261-24 280 (300-1/2)				
LNNAV/VNAV DA	1681-2 700 (700-2)				1681-2 1/4 700 (700-2 1/4)
LNNAV MDA	1580/24	599 (600-1/2)	1580/50	599 (600-1)	1580/60 599 (600-1 1/4)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2 1/4 736 (800-2 1/4)	

OMAHA, NEBRASKA

Amdt 2 10042

41° 18' N-95° 54' W

OMAHA/EPPLEY AIRFIELD (OMA)

**RNAV (GPS) RWY 18**

WAAS  
Ch **60917**  
W32A

APP CRS  
319°

Rwy Idg	<b>9499</b>
TDZE	<b>980</b>
Apt Elev	<b>984</b>

## RNAV (GPS) RWY 32L

OMAHA/EPPLEY FIELD (OMA)



Baro-VNAV NA below -16°C (4°F). For inoperative  
MALSR increase LPV visibility all Cats to RVR 5000.  
DME/DME RNP-0.3 NA.



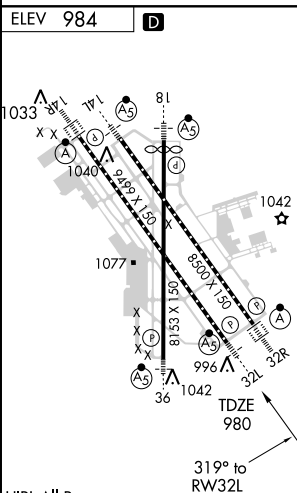
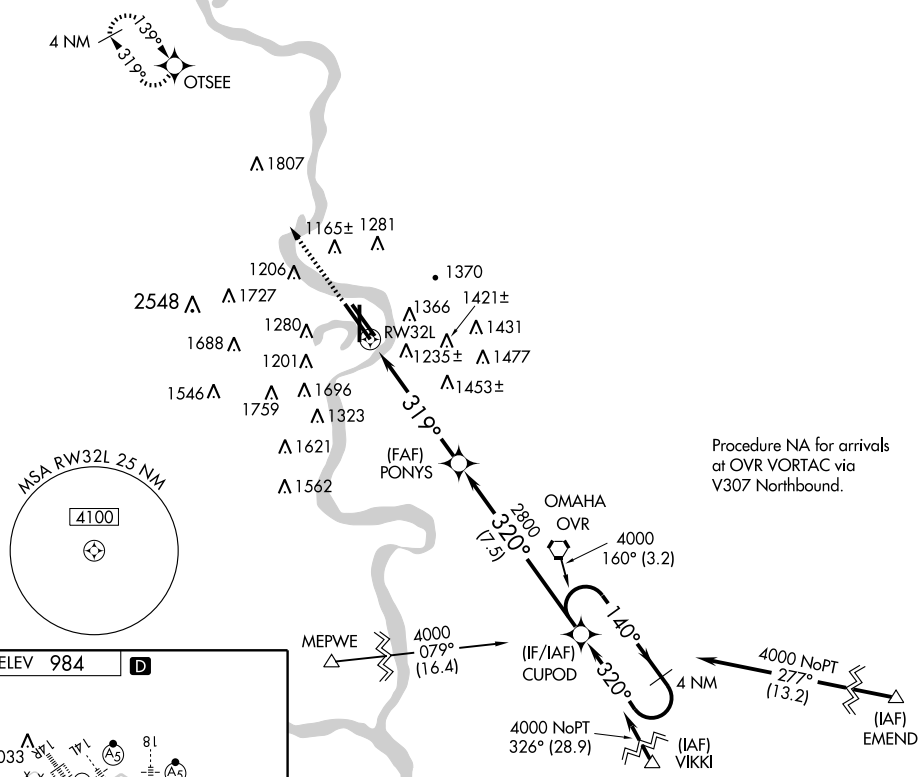
MISSED APPROACH: Climb to 3300 direct OTSEE and hold.

ATIS  
**120.4**

OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST

OMAHA TOWER  
132.1 256.9

GND CON  
**121.9**

CLNC DEL  
**119.9**

<div><div>3300 ↑</div><div>OTSEE </div></div>		<div><div><div><div>CUPOD</div><div>4 NM Holding Pattern</div></div><div><div>140° →</div><div>← 320°</div><div>4000</div></div><div><div>GS 3.00°</div><div>TCH 51</div></div></div><div><div>PONYS</div><div>320°</div><div>2800</div></div><div><div>*LNAV only</div><div>RW32L</div><div>2 NM</div><div>3.5 NM</div><div>7.5 NM</div></div><div><div>319°</div><div>2 NM to RW32L</div></div></div>			
CATEGORY		A	B	C	D
LPV DA	1277-24 297 (300-½)				
LNAV/VNAV DA	1683-2 703 (700-2)				
LNAV MDA	1680/24	700 (700-½)	1680-1½ 700 (700-½)	1680-1¾ 700 (700-1¾)	
CIRCLING	1680-2½	696 (700-2½)	1720-2 ½	736 (800-2½)	

OMAHA, NEBRASKA

Amdt 1 10042

OMAHA/ EPPLEY FIELD (OMA)

41° 18' N-95° 54' W

RNAV (GPS) RWY 32L

WAAS Ch <b>90599</b> <b>W32B</b>	APP CRS <b>319°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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## RNAV (GPS) RWY 32R

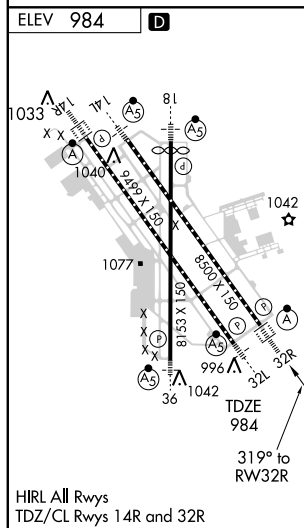
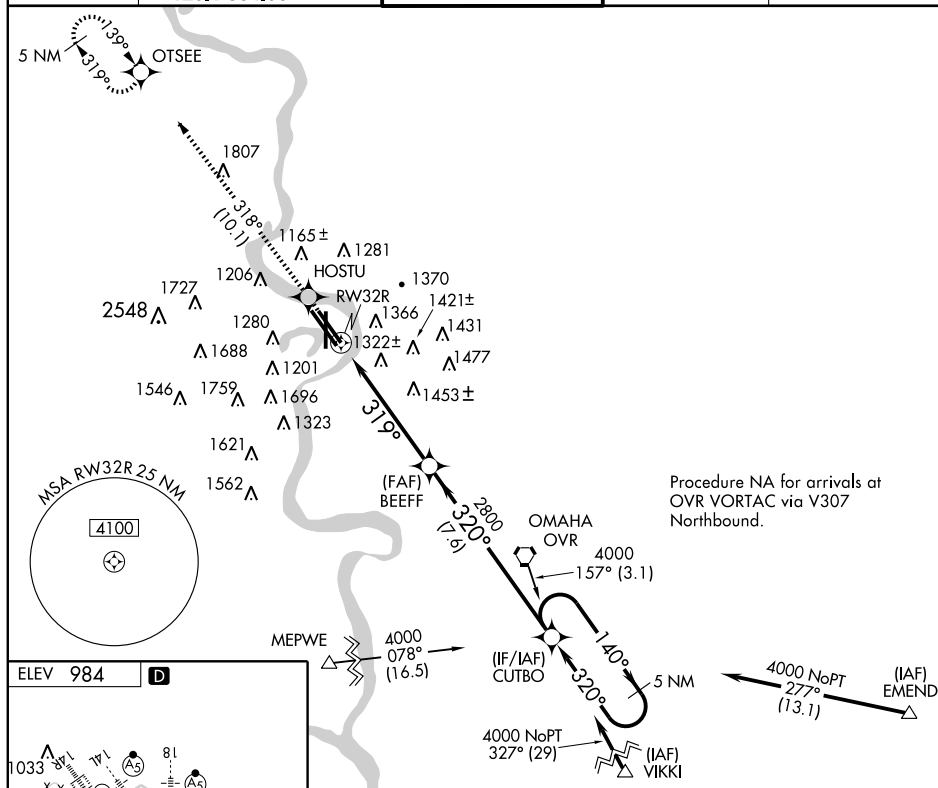
OMAHA/EPPLEY FIELD (OMA)

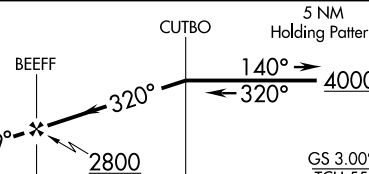

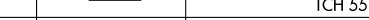
**T** Baro-VNAV NA below -16°C (4°F). For inoperative ALSF, increase LPV visibility all Cats. to RVR 6000.  
**A** DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 3300 direct HOSTU and via 318° track to OTSEE and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST WEST <b>120.1 354.05</b>	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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3300 ↑	HOSTU ✱	TRK 318°	OTSEE ✱				
* LNAV only				* 2 NM to RW32R			
							
CATEGORY		A	B	C	D		
LPV	DA	1326/40 342 (400-¾)					
LNAV/ VNAV	DA	1690-2 706 (800-2)					
LNAV	MDA	1680/24 696 (700-½)	1680-1½ 696 (700-½)	1680-1¾ 696 (700-¾)			
CIRCLING		1700-2½ 716 (800-2½)					

OMAHA, NEBRASKA

Orig-A 10042

OMAHA/ EPPLEY FIELD (OMA)

41° 18' N-95° 54' W

RNAV (GPS) RWY 32R

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

WAAS Ch <b>70317</b> W36A	APP CRS <b>355°</b>	Rwy Idg <b>8153</b> TDZE <b>979</b> Apt Elev <b>984</b>
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## RNAV (GPS) RWY 36

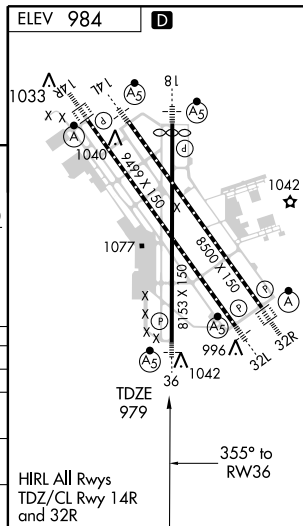
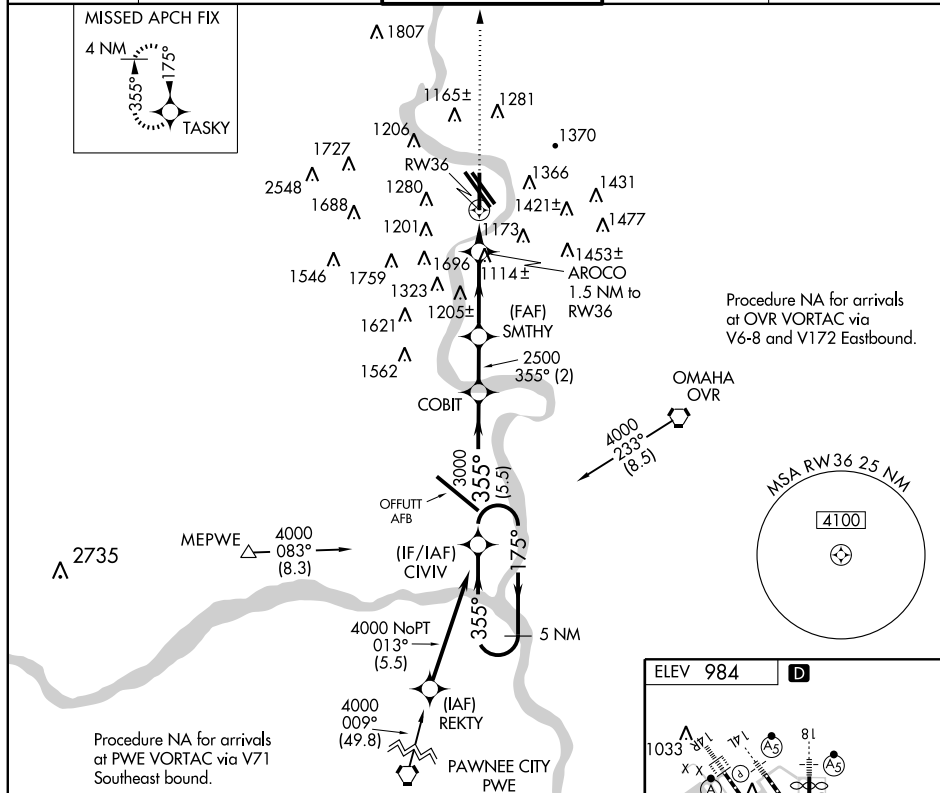
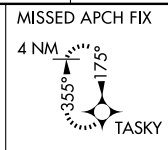
OMAHA/EPPLEY AIRFIELD (OMA)

**▼** Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.  
**▲** For inoperative MALSR increase LNAV Cats. A and B visibility to 1 mile. Inoperative table does not apply to LPV.



MISSED APPROACH: Climb to 3000  
direct TASKY and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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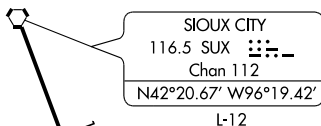
3000 TASKY	VGSI and RNAV glidepath not coincident.	COBIT	CIVIV	4 NM Holding Pattern
*LNAV only	*AROCO 1.5 NM to RW36	SMTHY	COBIT	175° → 4000
				← 355°
				GS 3.00° TCH 58
				1.5 3 NM 2 NM 5.5 NM
CATEGORY	A	B	C	D
LPV DA	1229-3/4	250 (300-3/4)		
LNAV/VNAV DA	1473-1 1/4	494 (500-1 1/4)		
LNAV MDA	1420-3/4	441 (500-3/4)		1420-1 441 (500-1)
CIRCLING	1660-1 3/4 676 (700-1 3/4)	1680-1 3/4 696 (700-1 3/4)	1720-2 736 (800-2)	1720-2 1/4 736 (800-2 1/4)

## SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST  
EPPLEY AIRFIELD ATIS  
120.4  
OFFUTT AFB ATIS ★  
126.025 273.5



BECOM  
N41°57.81' W096°07.87'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
Turbojets: Expect to cross at 16000  
Non-Turbojets: Expect to cross at 11000

AANDY  
N41°49.18'  
W096°03.55'

CANJO  
N41°38.81'  
W095°58.38'

EPPLEY AIRFIELD

OFFUTT AFB

OMAHA  
116.3 OVR Chan 110

NOTE: DME Required  
NOTE: RADAR Required  
NOTE: Chart not to scale.

From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME.  
Thence . . . .

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANJO/OVR 31 DME,  
Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other  
runways: fly heading 145° for RADAR vectors to final approach course.

VORTAC OVR <b>116.3</b> Chan <b>110</b>	APP CRS <b>310°</b>	Rwy Idg TDZE <b>980</b> Apt Elev <b>984</b>
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VOR RWY 32L

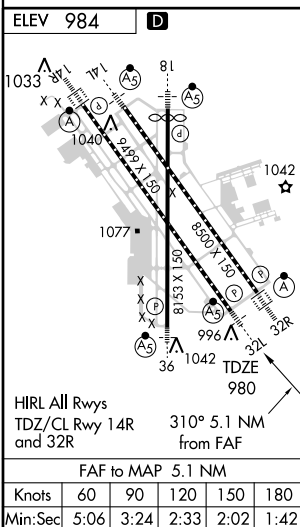
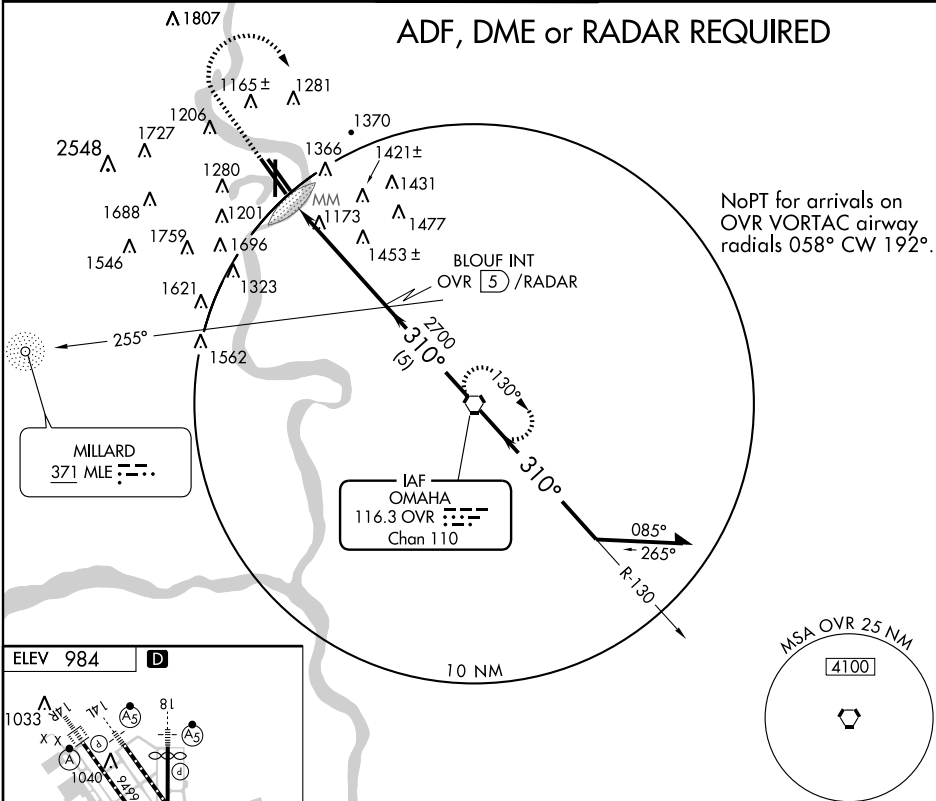
OMAHA/EPPLEY AIRFIELD (OMA)



MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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ADF, DME or RADAR REQUIRED



2000	3000	OVR 116.3	VORTAC	Remain within 10 NM
BLOUF INT OVR 5 / RADAR	OVR 8.1	OVR 10.1	2700	2800
2.1	3 NM	5 NM		
CATEGORY	A	B	C	D
S-32L	1680/24 700 (700-1/2)		1680-1 1/2 700 (700-1 1/2)	1680-1 3/4 700 (700-1 3/4)
CIRCLING	1680-1 696 (700-1)		1720-2 736 (800-2)	1720-2 1/4 736 (800-2 1/4)

OMAHA, NEBRASKA

Amdt 11 10042

OMAHA /EPPLEY AIRFIELD (OMA)

VOR RWY 32L

41° 18' N-95° 54' W

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

**MILLARD** (MLE) 7 SW UTC-6(-5DT) N41°11.76' W96°06.74'

1051 B S4 FUEL 100LL, JET A OX 2, 4 TPA-2000(949) LRA NOTAM FILE MLE

RWY 12-30: H3801X75 (CONC) S-12.5, D-12.5 MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.08° TCH 39'. Thld displcd 212'. Road.

RWY 30: PAPI(P2L)—GA 3.08° TCH 39'. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 12: TORA-3801 TODA-3801 ASDA-3801 LDA-3588

RWY 30: TORA-3801 TODA-3801 ASDA-3588 LDA-3801

**AIRPORT REMARKS:** Attended 1200-0400Z†. For svc after 0400Z† call 402-895-4974 between 1200-0400Z†. Deer on and invof arpt. Military jet overflying at 3000' MSL. After takeoff on Rwy 30 alter heading 20 degrees to the right to avoid noise sensitive area. Normal calm and cross wind tkfs and ldgs on Rwy 12. No intersection tkfs. Radio controlled acft occasional operation 1.7 miles SW of arpt. VFR acft requesting flight following and IFR acft should contact OMAHA apch on Freq 125.4 prior to taking the rwy for CLNC/traffic advisories/general info. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.25 (402) 895-6778.

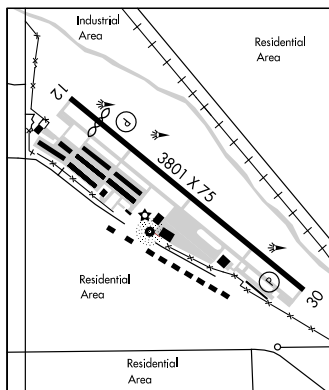
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ OMAHA APP/DEP CON 120.1 CLNC DEL 125.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 268° 17.1 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 371 MLE N41°11.69' W96°06.84' at fld. NOTAM FILE MLE.



**NORTH OMAHA** (3NO) 7 NW UTC-6(-5DT) N41°22.10' W96°01.35'

1322 S2 FUEL 100LL NOTAM FILE OLU

RWY 17-35: H2480X40 (CONC) S-28 LIRL (NSTD)

RWY 17: Trees. RWY 35: Thld displcd 600'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended dawn-dusk. For svc other hrs call 402-571-7585. No touch and go ldgs allowed. Rwy 17-35 56' either side of conc usable turf. Rwy 17-35 CLOSED to acft 8000 lbs and over. Rwy 17-35 NSTD LIRL, lgts located 66' from rwy edge; 6 thld lights each end.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**O'NEILL** N42°28.23' W98°41.22' NOTAM FILE ONL.

(H) VORTACW 113.9 ONL Chan 86 at The O'Neill Muni-John L Baker Fld. 2030/10E. HIWAS.

RCO 122.45 (COLUMBUS RADIO)

## O'NEILL

**THE O'NEILL MUNI-JOHN L BAKER FLD** (ONL) 2 NW UTC-6(-5DT) N42°28.17' W98°41.24'

2031 B S4 FUEL 100LL, JET A+ NOTAM FILE ONL

RWY 13-31: H4409X75 (CONC) S-30 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 31: PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended 1300-0000Z†. For after hrs svc call 402-336-7588. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.125 (402) 336-4834. HIWAS 113.9 ONL.

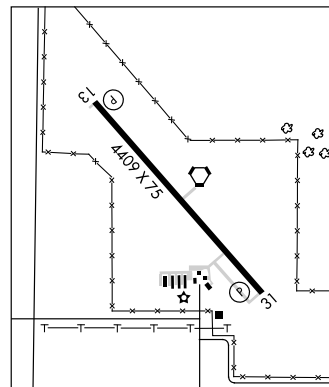
**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.45 (COLUMBUS RADIO)

MINNEAPOLIS CENTER APP/DEP 128.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ONL.

(H) VORTACW 113.9 ONL Chan 86 N42°28.23' W98°41.22' at fld. 2030/10E. HIWAS.



OMAHA  
L-101, 121  
IAP

OMAHA

OMAHA  
H-58, L-12H

OMAHA  
L-12H  
IAP

WAAS CH <b>90203</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev <b>2031</b>	<b>4409</b> <b>2031</b>
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**RNAV (GPS) RWY 13**

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

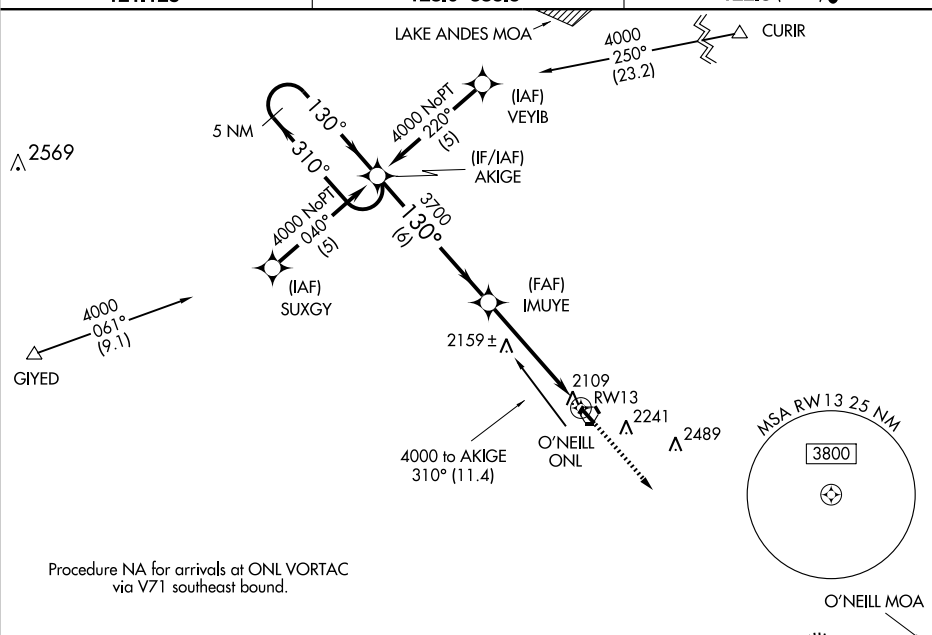
**▼** **▲** BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. VDP NA when using Evelyn Sharp Field altimeter setting.

**MISSED APPROACH:**  
Climb to 4000 direct  
AFSIC and hold.

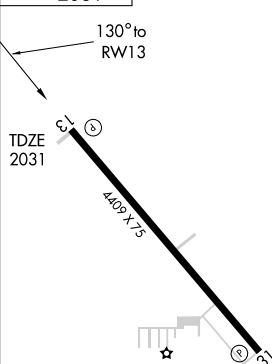
AWOS-3  
**121.125**

MINNEAPOLIS CENTER  
**128.0 385.5**

UNICOM  
**122.8 (CTAF) ①**



ELEV 2031



REIL Rwy 13 ①

MIRL Rwy 13-31 ①

O'NEILL, NEBRASKA

Amdt 1 10042

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

42°28' N-98°41' W

**RNAV (GPS) RWY 13**



WAAS CH <b>70503</b> <b>W31A</b>	APP CRS <b>310°</b>	Rwy Idg TDZE Apt Elev	<b>4409</b> <b>2031</b> <b>2031</b>
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## RNAV (GPS) RWY 31

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

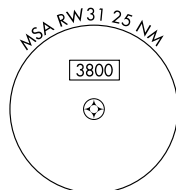
- ▼ If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct AKIGE and hold.

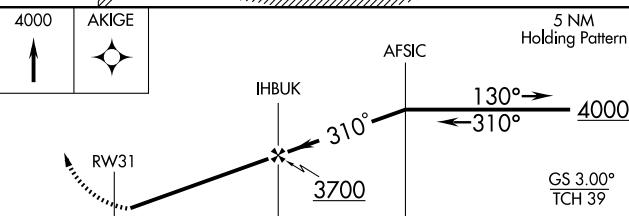
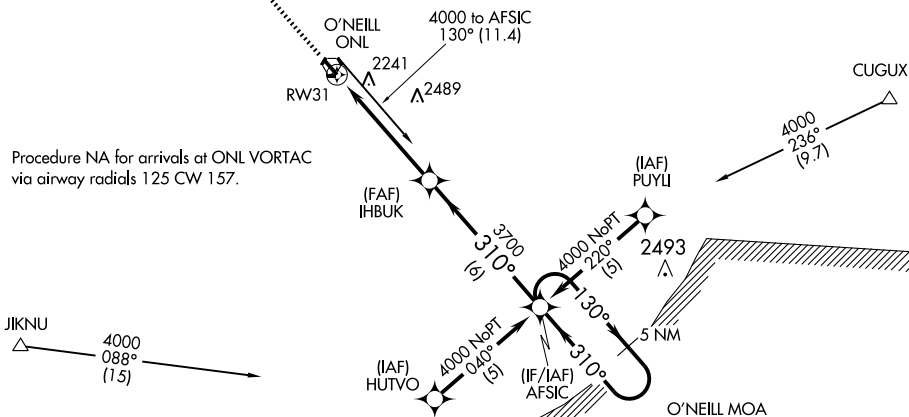
AWOS-3  
**121.125**

MINNEAPOLIS CENTER  
**128.0 385.5**

UNICOM  
**122.8 (CTAF) 0**

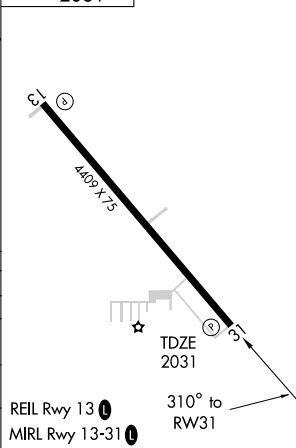


Procedure NA for arrivals at ONL VORTAC via airway radials 125 CW 157.



CATEGORY	A	B	C	D
LPV DA	2281-1	250 (300-1)		NA
LNAV/VNAV DA	2600-2	569 (600-2)		NA
LNAV MDA	2580-1	549 (600-1)	2580-1½ 549 (600-1½)	NA
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	NA

ELEV 2031



VORTAC ONL  
**113.9**  
Chan **86**

APP CRS  
**125°**

Rwy Idg  
TDZE  
Apt Elev

**4409**  
**2031**  
**2031**

**VOR RWY 13**

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

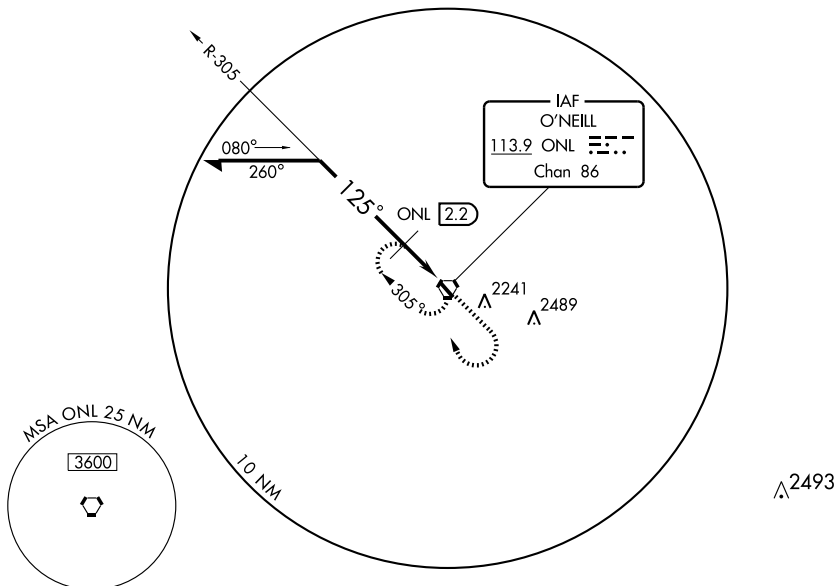


MISSED APPROACH: Climb to 3600 then right turn direct ONL VORTAC and hold.

AWOS-3  
**121.125**

MINNEAPOLIS CENTER  
**128.0 385.5**

UNICOM  
**122.8 (CTAF) 0**



ELEV 2031

125° to  
ONL VORTAC

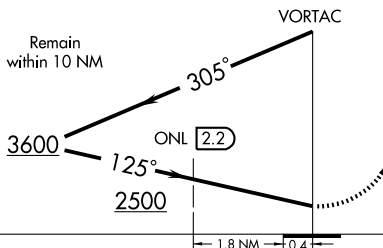
TDZE  
2031



REIL Rwy 13 0

MIRL Rwy 13-31 0

Remain  
within 10 NM



3600



ONL



113.9

CATEGORY	A	B	C	D
S-13	2500-1	469 (500-1)	2500-1¼ 469 (500-1¼)	2500-1½ 469 (500-1½)
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	2600-2 569 (600-2)
DME MINIMUMS				
S-13	2420-1 389 (400-1)			2420-1¼ 389 (400-1¼)
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	2600-2 569 (600-2)

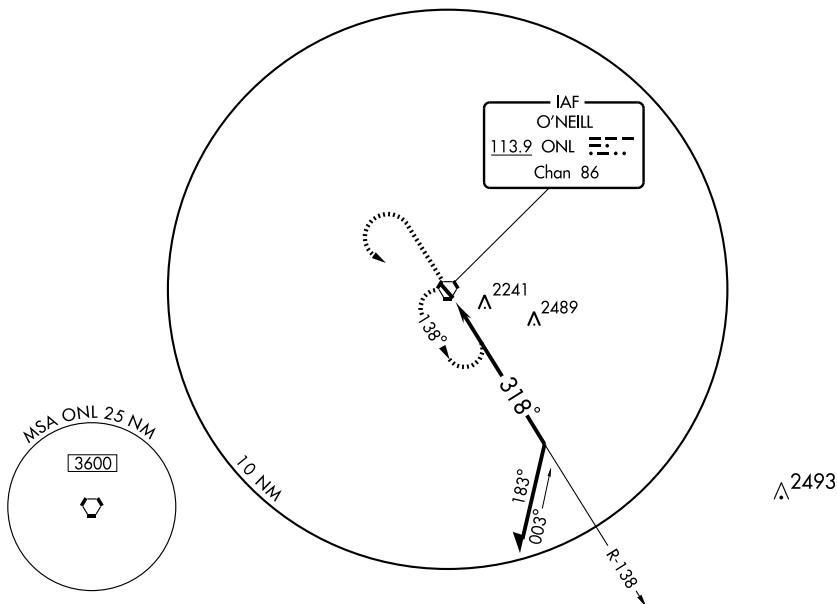
VORTAC ONL <b>113.9</b> Chan <b>86</b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev	<b>4409</b> <b>2030</b> <b>2031</b>
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**VOR RWY 31**

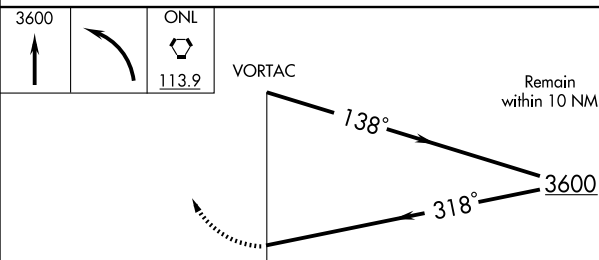
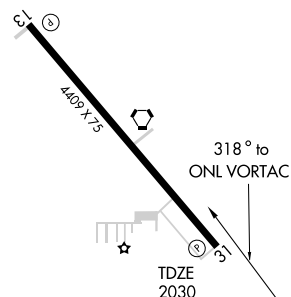
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)



MISSED APPROACH: Climb to 3600 then left turn direct ONL VORTAC and hold.

AWOS-3  
**121.125**MINNEAPOLIS CENTER  
**128.0 385.5**UNICOM  
**122.8 (CTAF)**

ELEV 2031



CATEGORY	A	B	C	D
S-31	2560-1	530 (600-1)	2560-1½ 530 (600-1½)	2560-1¾ 530 (600-1¾)
CIRCLING	2560-1	529 (600-1)	2560-1½ 529 (600-1½)	2600-2 569 (600-2)

REIL Rwy 13

MIRL Rwy 13-31

O'NEILL, NEBRASKA

Amdt 1A 10042

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

42°28' N-98°41' W

**VOR RWY 31**

**ORD** N41°37.42' W98°56.88' NOTAM FILE ODX.  
**NDB (MHW)** 356 ODX at Evelyn Sharp Fld.

**OMAHA**  
**L-12H**

**ORD**

**EVELYN SHARP FLD** (ODX) 2 NW UTC-6(-5DT) N41°37.42' W98°57.11'

**OMAHA**  
**L-12H**  
**IAP**

2070 B **FUEL** 100LL NOTAM FILE ODX

**RWY 13-31:** H4721X75 (CONC) S-8 MIRL

**RWY 13:** PAPI(P2L)—GA 3.0° TCH 44'. Trees.

**RWY 31:** PAPI(P2L)—GA 3.0° TCH 32'. Thld dspcd 220'. P-line.

**RWY 17-35:** 2012X218 (TURF)

**RWY 17:** Road. **RWY 35:** Fence.

**AIRPORT REMARKS:** Attended 1400-2300Z±. For services after hours call 308-750-5126.

**WEATHER DATA SOURCES:** ASOS 119.925 (308) 728-7954.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**MINNEAPOLIS CENTER APP/DEP CON** 119.4

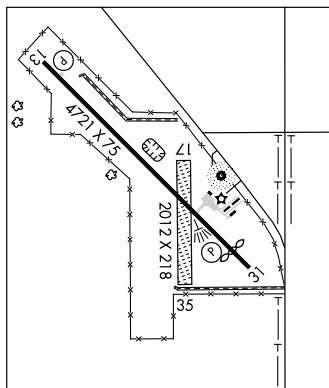
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

**WOLBACH (H) VORTAC** 114.8 OBH Chan 95 N41°22.54'

W98°21.22' 292° 5.0 NM to fld. 2010/7E.

**ORD NDB (MHW)** 356 ODX N41°37.42' W98°56.88' at fld.

NOTAM FILE ODX.



**OSHKOSH** N41°24.07' W102°21.05'. NOTAM FILE OLU.

**CHEYENNE**  
**L-12G**

**NDB (MHW)** 233 OKS at Garden Co.

**OSHKOSH**

**GARDEN CO** (OKS) 1 SW UTC-7(-6DT) N41°24.11' W102°21.38'

**CHEYENNE**  
**L-12G**  
**IAP**

3394 B **FUEL** 100LL NOTAM FILE OLU

**RWY 12-30:** H4699X60 (CONC) S-15 MIRL 0.3% up NW

**RWY 30:** P-lines.

**AIRPORT REMARKS:** Unattended. For svc call 308-772-4482. 24 hr self svc fuel avbl via credit card system. High pressure oxygen for emerg use only.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**DENVER CENTER APP/DEP CON** 118.475

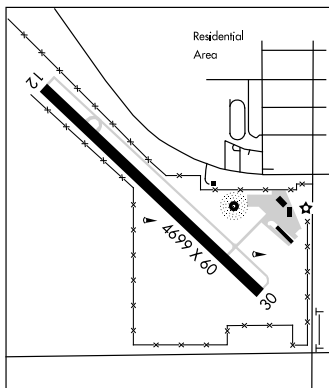
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SNY.

**SIDNEY (H) VORTAC** 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 044° 33.8 NM to fld. 4300/13E. **HIWAS.**

**OSHKOSH NDB (MHW)** 233 OKS N41°24.07' W102°21.05'

at fld. NOTAM FILE OLU.



**PANBE** N41°04.10' W100°34.35' NOTAM FILE LBF.

**OMAHA**  
**L-10H, 12G**

**NDB (LOM)** 416 LB 296° 6.1 NM to North Platte Rgnl Airport Lee Bird Fld. Unmonitored.

**PAWNEE CITY** N40°12.02' W96°12.38' NOTAM FILE OLU.

**OMAHA**  
**H-5C, L-10I**

**(H) VORTAC** 112.4 PWE Chan 71 003° 12.1 NM to Tecumseh Muni. 1360/5E. **HIWAS.**

**RCO 122.1R 112.4T (COLUMBUS RADIO)**

NDB ODX  
356

APP CRS  
124°

Rwy Idg	<b>4721</b>
TDZE	<b>2070</b>
Apt Elev	<b>2070</b>

NDB RWY 13

ORD/EVELYN SHARP FIELD (ODX)

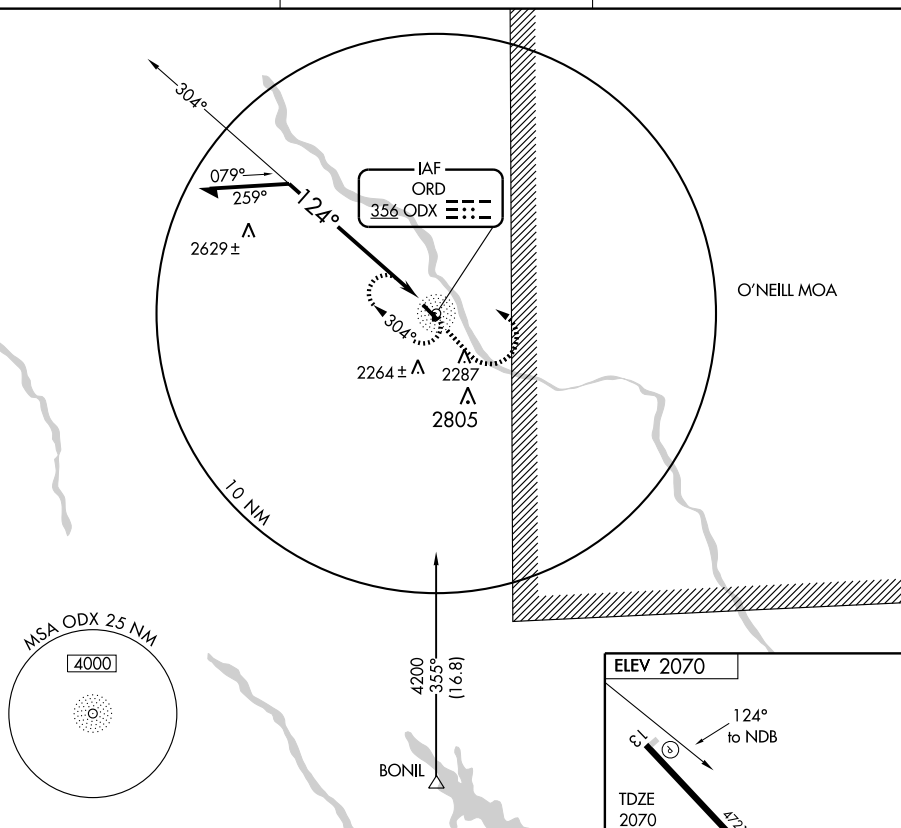
**T** Visibility reduction by helicopters NA. Circling to Rwy 17-35 NA.  
**A** When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet; and all Cat B visibilities  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 4200 then left turn direct ODX NDB and hold.

ASOS  
119.925

MINNEAPOLIS CENTER  
119.4 278.8

UNICOM  
122.8 (CTAF)



Remain  
within 10 NM

NDB

4200

ODX

4200

5

TDZE  
2070

MIRL

35 / 51

RD/ EV

ORD. NEBRASKA

Amdt 5 09295

ORD/EVELYN SHARP FIELD (ODX)

NDB RWY 13

41°37'N-98°57'W

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>90312</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg TDZE Apt Elev	<b>4721</b> <b>2070</b> <b>2070</b>
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**RNAV (GPS) RWY 13**

ORD/EVELYN SHARP FIELD (ODX)

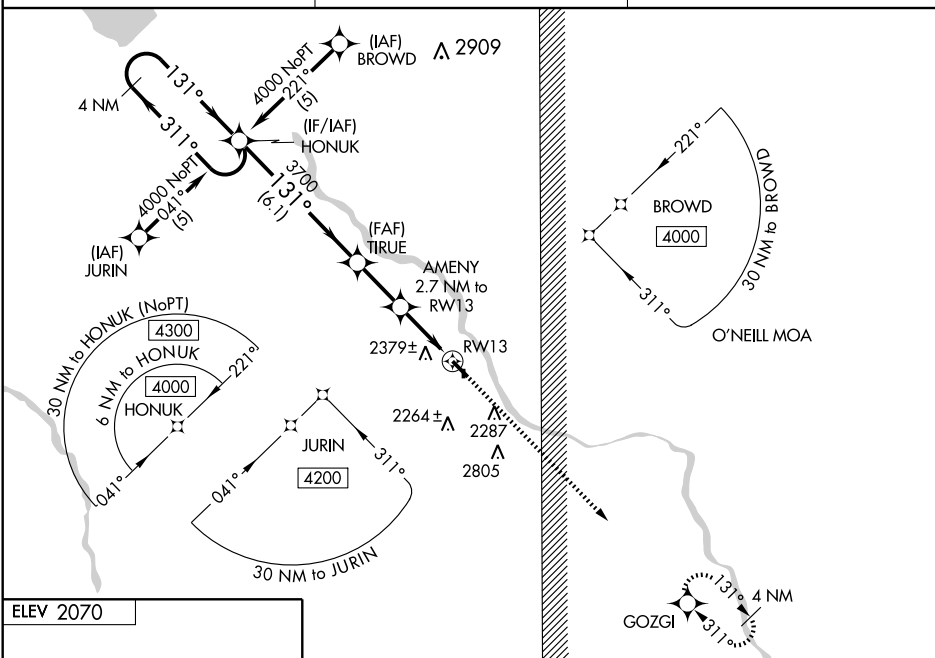
**▼** Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and all MDA 160 feet; increase all LPV and LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3900 direct  
GOZGI and hold.

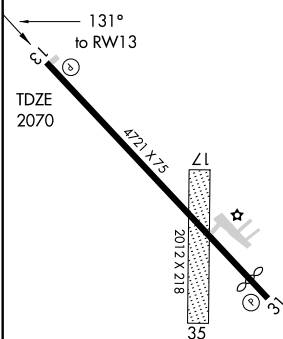
ASOS  
**119.925**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8** (CTAF)

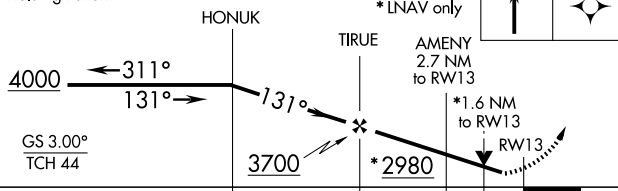


ELEV 2070



MIRL Rwy 13-31

4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	2444-1¼	374 (400-1¼)	NA	NA
LNAV/VNAV DA	2698-2¼	628 (700-2¼)	NA	NA
LNAV MDA	2620-1	550 (600-1)	NA	NA
CIRCLING	2680-1	610 (700-1)	NA	NA

## RNAV (GPS) Y RWY 31

ORD/ EVELYN SHARP FIELD (ODX)

APP CRS <b>304°</b>	Rwy Idg TDZE Apt Elev <b>2064</b> <b>2070</b>
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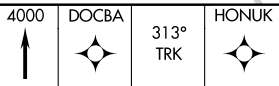
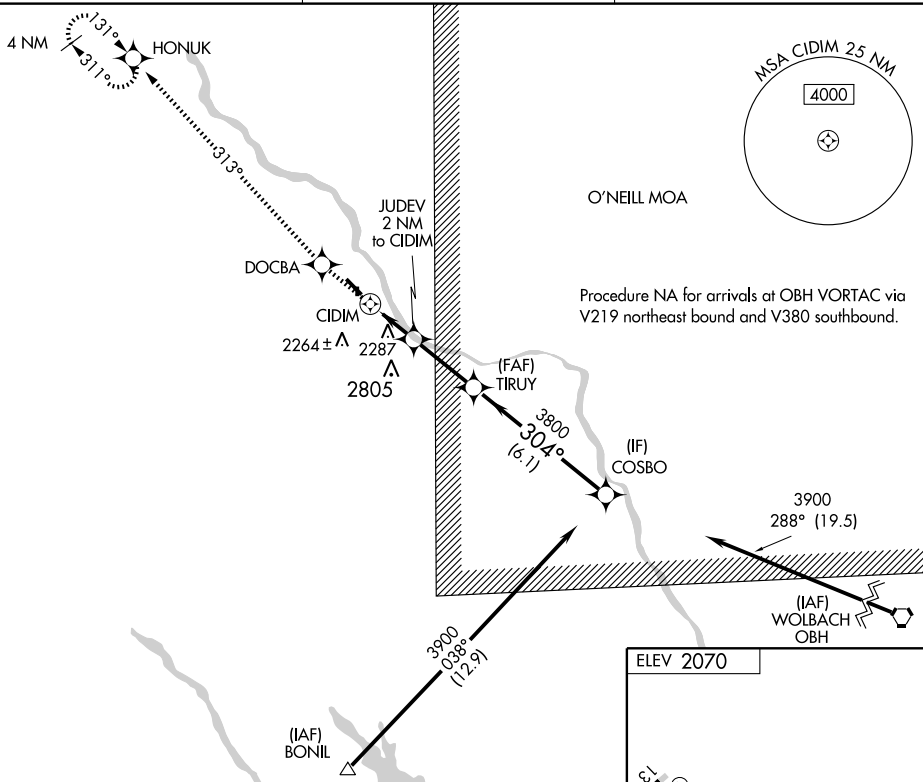
▼ DME/DME RNP-0.3 NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet and circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct DOCBA and via 313° track to HONU and hold.

ASOS  
**119.925**

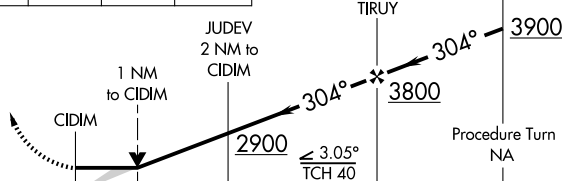
MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8** (CTAF)

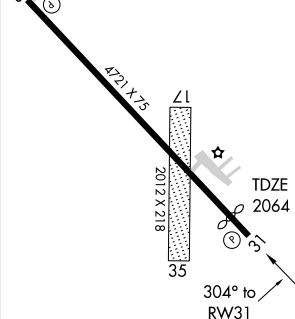


VGSI and descent angles not coincident.

COSBO



<div></div>	0.5	1 NM	1 NM	2.8 NM	6.1 NM	
CATEGORY	A		B		C	D
LNAV MDA	2580-1		516 (600-1)		NA	
CIRCLING	2680-1		610 (700-1)		NA	



MIRL Rwy 13-31

WAAS CH <b>99412</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>4501</b> <b>2064</b> <b>2070</b>
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## RNAV (GPS) Z RWY 31

ORD/ EVELYN SHARP FIELD (ODX)

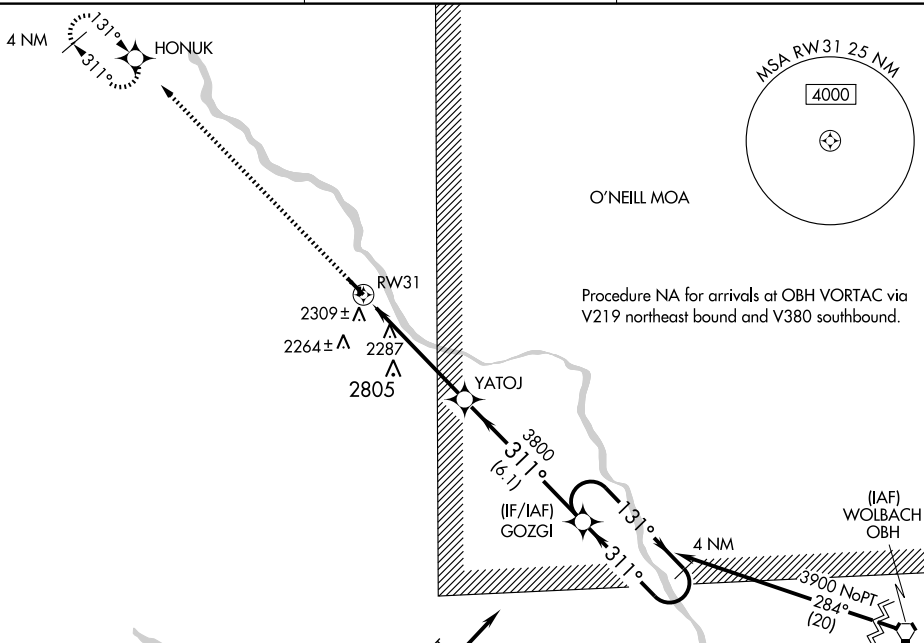
▼ Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and increase all visibilities ½ mile.

MISSED APPROACH:  
Climb to 4000 direct  
HONUUK and hold.

ASOS  
**119.925**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8 (CTAF)**



(IAF) BONIL

YATOJ

GOZGI

4 NM Holding Pattern

131° → 3900

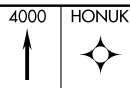
← 311°

GS 3.00°

TCH 40

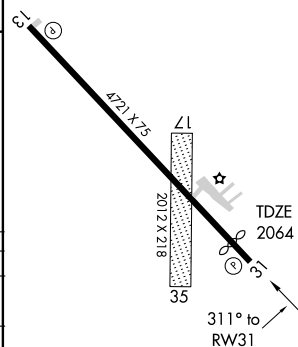
VGSI and RNAV glidepath not coincident.

3800



CATEGORY	A	B	C	D
LPV DA	2358-1	294 (300-1)	NA	NA
LNAV/VNAV DA	2566-1¾	502 (500-1¾)	NA	NA
CIRCLING	NA			

ELEV 2070



MIRL Rwy 13-31



**ORD** N41°37.42' W98°56.88' NOTAM FILE ODX.  
**NDB (MHW)** 356 ODX at Evelyn Sharp Fld.

**OMAHA**  
**L-12H**

**ORD**

**EVELYN SHARP FLD** (ODX) 2 NW UTC-6(-5DT) N41°37.42' W98°57.11'

**OMAHA**  
**L-12H**  
**IAP**

2070 B **FUEL** 100LL NOTAM FILE ODX

**RWY 13-31:** H4721X75 (CONC) S-8 MIRL

**RWY 13:** PAPI(P2L)—GA 3.0° TCH 44'. Trees.

**RWY 31:** PAPI(P2L)—GA 3.0° TCH 32'. Thld dspcd 220'. P-line.

**RWY 17-35:** 2012X218 (TURF)

**RWY 17:** Road. **RWY 35:** Fence.

**AIRPORT REMARKS:** Attended 1400-2300Z±. For services after hours call 308-750-5126.

**WEATHER DATA SOURCES:** ASOS 119.925 (308) 728-7954.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**MINNEAPOLIS CENTER APP/DEP CON** 119.4

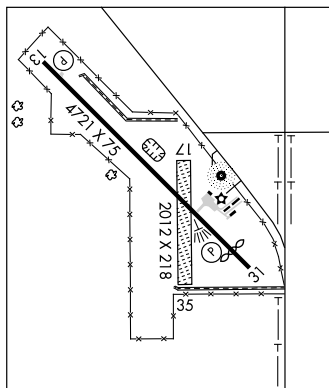
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

**WOLBACH (H) VORTAC** 114.8 OBH Chan 95 N41°22.54'

W98°21.22' 292° 5.0 NM to fld. 2010/7E.

**ORD NDB (MHW)** 356 ODX N41°37.42' W98°56.88' at fld.

NOTAM FILE ODX.



**OSHKOSH** N41°24.07' W102°21.05'. NOTAM FILE OLU.

**CHEYENNE**  
**L-12G**

**NDB (MHW)** 233 OKS at Garden Co.

**OSHKOSH**

**GARDEN CO** (OKS) 1 SW UTC-7(-6DT) N41°24.11' W102°21.38'

**CHEYENNE**  
**L-12G**  
**IAP**

3394 B **FUEL** 100LL NOTAM FILE OLU

**RWY 12-30:** H4699X60 (CONC) S-15 MIRL 0.3% up NW

**RWY 30:** P-lines.

**AIRPORT REMARKS:** Unattended. For svc call 308-772-4482. 24 hr self svc fuel avbl via credit card system. High pressure oxygen for emerg use only.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**DENVER CENTER APP/DEP CON** 118.475

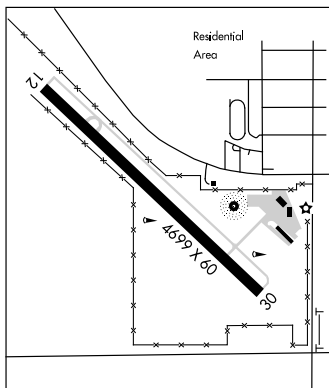
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SNY.

**SIDNEY (H) VORTAC** 115.9 SNY Chan 106 N41°05.80'

W102°58.98' 044° 33.8 NM to fld. 4300/13E. **HIWAS.**

**OSHKOSH NDB (MHW)** 233 OKS N41°24.07' W102°21.05'

at fld. NOTAM FILE OLU.



**PANBE** N41°04.10' W100°34.35' NOTAM FILE LBF.

**OMAHA**  
**L-10H, 12G**

**NDB (LOM)** 416 LB 296° 6.1 NM to North Platte Rgnl Airport Lee Bird Fld. Unmonitored.

**PAWNEE CITY** N40°12.02' W96°12.38' NOTAM FILE OLU.

**OMAHA**  
**H-5C, L-10I**

**(H) VORTAC** 112.4 PWE Chan 71 003° 12.1 NM to Tecumseh Muni. 1360/5E. **HIWAS.**

**RCO 122.1R 112.4T (COLUMBUS RADIO)**



WAAS CH <b>99708</b> <b>W12A</b>	APP CRS <b>125°</b>	Rwy Idg <b>4699</b> TDZE <b>3394</b> Apt Elev <b>3394</b>
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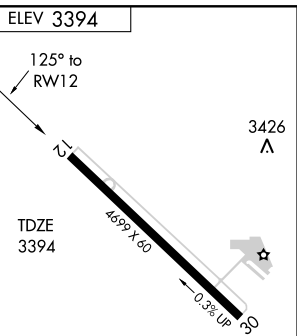
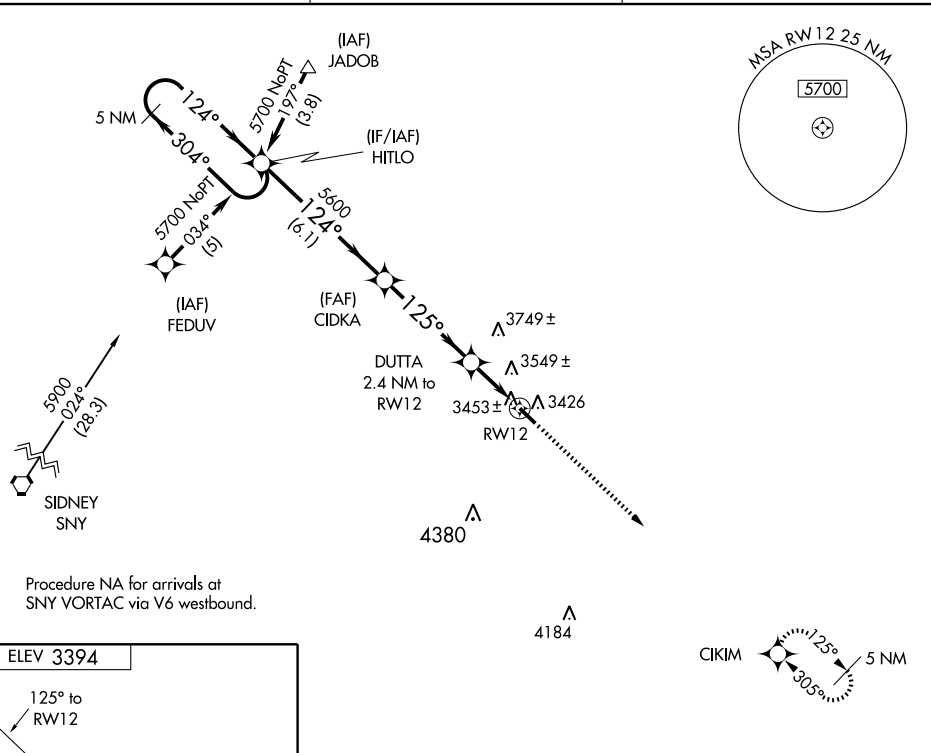
# RNAV (GPS) RWY 12

OSHKOSH/GARDEN COUNTY (OKS)

**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cts ½ mile.

**MISSED APPROACH:**  
Climb to 5400 direct CIKIM and hold.

OGALLALA AWOS-3 <b>121.275</b>	DENVER CENTER <b>118.475 225.4</b>	UNICOM <b>122.8</b> (CTAF)
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5 NM Holding Pattern		HITLO	* LNAV only		5400	CIKIM
5700		←304° →124°	124°		DUTTA 2.4 NM to RW12	
GS 3.00° TCH 40		5600		*4200		RW12
		6.1 NM		4.3 NM		2.4 NM
CATEGORY	A	B	C	D		
LPV DA	3762-1¼	368 (400-1¼)	NA			
LNAV/VNAV DA	3882-1¾	488 (500-1¾)	NA			
LNAV MDA	3860-1	466 (500-1)	NA			
CIRCLING	3940-1	3980-1	NA			
	546 (600-1)	586 (600-1)				

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>93509</b> <b>W30A</b>	APP CRS <b>305°</b>	Rwy Idg <b>4699</b> TDZE <b>3387</b> Apt Elev <b>3394</b>
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# RNAV (GPS) RWY 30

OSHKOSH/GARDEN COUNTY (OKS)

**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

**▲ NA**

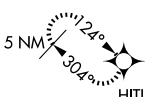
MISSED APPROACH: Climb to 5700 direct HITLO and hold.

OGALLALA AWOS-3  
**121.275**

DENVER CENTER  
**118.475 225.4**

UNICOM  
**122.8** (CTAF)

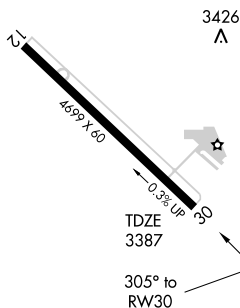
MISSED APCH FIX



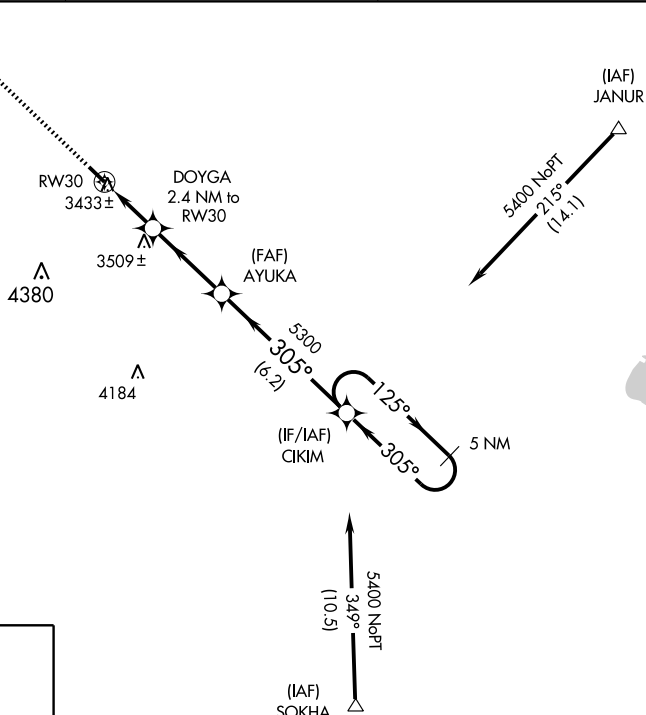
MSA RW30 25 NM

**5700**

ELEV **3394**



MIRL Rwy 12-30



5700	HITLO	*LNAV only:	CIKIM	5 NM Holding Pattern
		DOYGA 2.4 NM to RW30	AYUKA	
		RW30		
		*4180	5300	125° → 5400
		2.4 NM	3.4 NM	← 305°
				GS 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	3734-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	3792-1½	405 (400-1½)		NA
LNAV MDA	3880-1	493 (500-1)		NA
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)		NA

**PAWNEE CITY MUNI** (50K) 2 W UTC-6(-5DT) N40°06.97' W96°11.67'

OMAHA

1260 B S2 FUEL 100LL TPA-2060(800) NOTAM FILE OLU

RWY 14-32: 3375X125 (TURF) LIRL

RWY 14: Tree. RWY 32: Pole.

**AIRPORT REMARKS:** Attended on call. For arpt attendance call arpt manager on 402-852-2691. For fuel call 402-852-2672. Rotating beacon OTS indef. Rwy 14-32 LIRL OTS indef.

**COMMUNICATIONS:** CTAF 122.9

**PENDER MUNI** (0C4) 1 W UTC-6(-5DT) N42°06.81' W96°43.67'

OMAHA

1345 B FUEL 100LL NOTAM FILE OLU

L-121

RWY 15-33: H3600X60 (CONC) MIRL

RWY 15: PAPI(P2L)—GA 3.0° TCH 40'. Highway. RWY 33: PAPI(P2L)—GA 3.0° TCH 40'. Fence.

**AIRPORT REMARKS:** Unattended. For fuel phone 402-385-3229/3089. ACTIVATE MIRL Rwy 15-33, PAPI Rwy 15 and Rwy 33 after 0430Z-122.8.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 224° 22.7 NM to fld. 1087/9E.  
HIWAS.

**PIONEER VILLAGE FLD** (See MINDEN)

**PLATTE CENTER** N41°29.79' W97°22.91' NOTAM FILE OLU.

OMAHA

NDB (HW) 407 PLT 141° 3.4 NM to Columbus Muni.

L-121

**PLATTSOUTH MUNI** (PMV) 4 SW UTC-6(-5DT) N40°56.90' W95°55.04'

OMAHA

1204 B FUEL 100LL, JET A NOTAM FILE PMV

H-5C, L-101, 121

RWY 16-34: H5500X100 (CONC) S-30, D-45, 2D-90 MIRL 0.3% up SE

IAP

RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 39'.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 29'.

**AIRPORT REMARKS:** Attended Tue-Sat 1400Z-2300Z. 100LL fuel avbl 24 hrs. Self svc. Jet A avbl after hrs on req; call 402-298-8468 during attended hrs. ACTIVATE MIRL Rwy 16-34, REIL and PAPI Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.975 (402) 298-7524.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® OMAHA APP/DEP CON 120.1

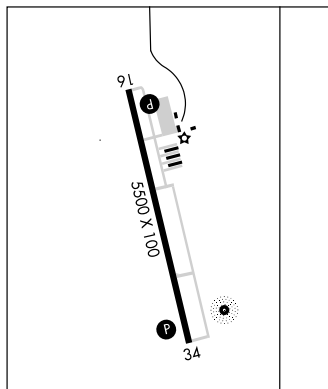
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 204° 15.5 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 329 PMV N40°56.63' W95°54.75' at fld.

NOTAM FILE PMV.



**POTTS** N40°44.83' W96°45.75' NOTAM FILE LNK.

OMAHA

NDB (MHW/LDM) 385 LN 355° 6.2 NM to Lincoln. Unmonitored when twr clsd.

L-101

**PROSSER** N40°41.18' W98°28.65' NOTAM FILE HSI.

OMAHA

NDB (HW) 338 PSS 148° 5.4 NM to Hastings. Unmonitored.

L-10H

**QUINN FLD** (See GOTHENBURG)



NDB PMV <b>329</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1204</b> <b>1204</b>
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# NDB RWY 34

PLATTSMOUTH MUNI (PMV)

**A** When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 2800 then left turn direct PMV NDB and hold.

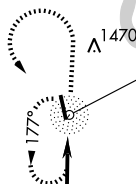
AWOS-3  
**118.975**

OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.7 (CTAF)**

△ 2735

△ 2229

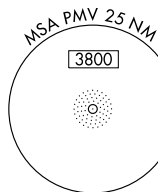


IAF  
PLATTSMOUTH  
**329** PMV

△ 1620

2900  
203°  
(15.9)

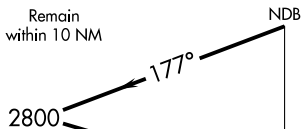
OMAHA  
116.3 OVR  
Chan 110



ELEV 1204

△ 1269±

Remain  
within 10 NM



2800



PMV  
329

CATEGORY

A

B

C

D

S-34

1840-1 636 (700-1)

NA

CIRCLING

1840-1 636 (700-1)

NA

MIRL Rwy 16-34

REIL Rwy 16 and 34

PLATTSMOUTH MUNI (PMV)  
**NDB RWY 34**

WAAS  
CH 45800  
W16A

APP CRS  
163°

Rwy Idg	<b>5500</b>
TDZE	<b>1202</b>
Apt Elev	<b>1204</b>

# RNAV (GPS) RWY 16

## PLATTSMOUTH MUNI (PMV)

PLATTSMOUTH MUNI (PMV)

**A** When local altimeter setting not received, use Offutt AFB altimeter setting, increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility  $\frac{1}{4}$  mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

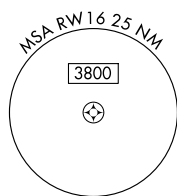
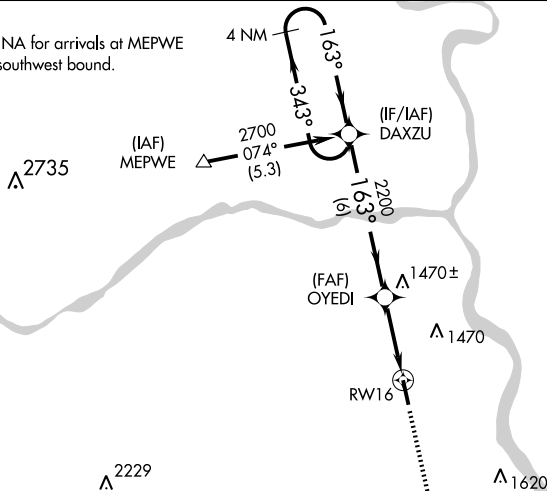
MISSED APPROACH: Climb to 2800  
direct AVFAL and hold.

AWOS-3  
118.975

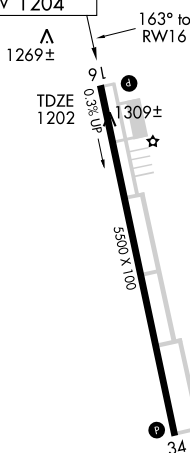
OMAHA APP CON  
120.1 354.05

UNICOM  
122.7 (CTAF) **L**

Procedure NA for arrivals at MEPWE  
via V138 southwest bound.



ELEV 1204



MIRL Rwy 16-34 **L**  
REIL Rwy 16 and 3

MISSED APCH FIX

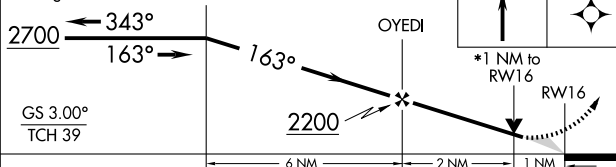
ΔVFAI

4 NM  
Holding Pattern

\* LNAV only.

2800

AVFAL



CATEGORY	A	B	C	D
LPV DA	1452-1	250 (300-1)	NA	
LNAV/ VNAV DA	1539-1½	337 (400-1½)	NA	
LNAV MDA	1560-1	358 (400-1)	NA	
CIRCLING	1640-1 436 (500-1)	1660-1 456 (500-1)	NA	

PLATTSMOUTH, NEBRASKA

Amdt 1 08157

40°57' N-95°55' W

PLATTSMOUTH MUNI (PMV)

RNAV (GPS) RWY 16

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2: 21 OCT 2010 to 18 NOV 2010



WAAS CH <b>40200</b> <b>W34A</b>	APP CRS <b>343°</b>	Rwy Idg <b>5500</b> TDZE <b>1204</b> Apt Elev <b>1204</b>
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## RNAV (GPS) RWY 34

PLATTSMOUTH MUNI (PMV)

**A** When local altimeter setting not received, use Offutt AFB altimeter setting, and increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility  $\frac{1}{4}$  mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

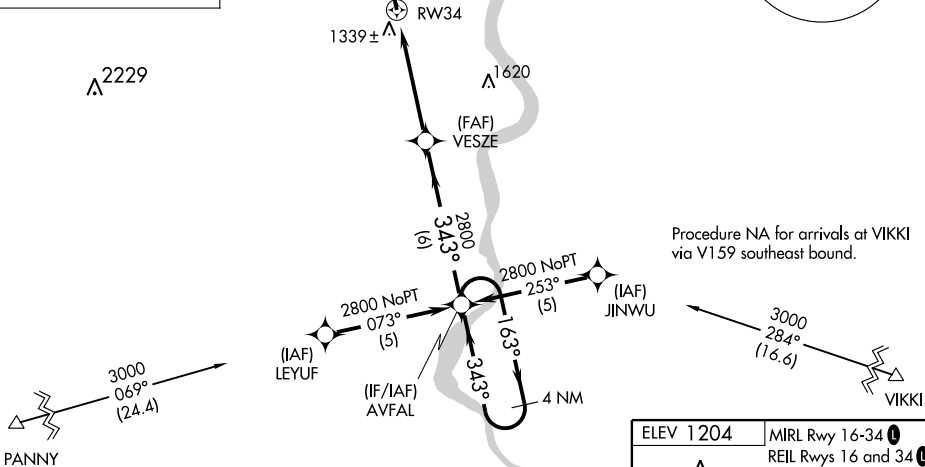
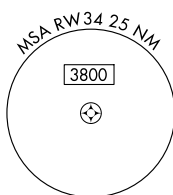
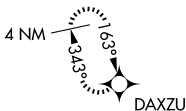
**MISSED APPROACH:**  
Climb to 2800  
direct DAXZU and hold.

AWOS-3  
118.975

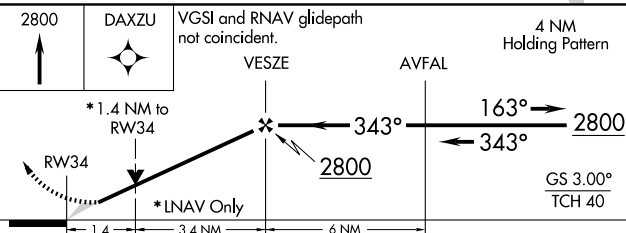
OMAHA APP CON  
120.1 354.05

UNICOM  
122.7 (CTAF) **L**

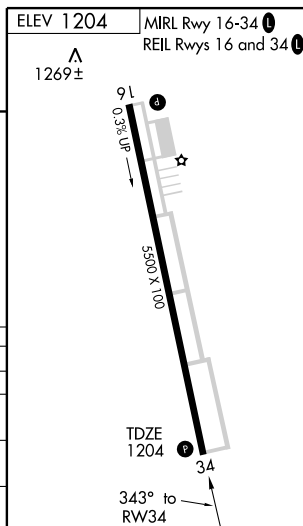
MISSED APCH FIX



Procedure NA for arrivals at VIKKI  
via V159 southeast bound.



CATEGORY	A	B	C	D
LPV DA	1454-1	250 (300-1)		NA
LNAV/ VNAV	1656-1½	452 (500-1½)		NA
LNAV MDA	1680-1	476 (500-1)		NA
CIRCLING	1680-1	476 (500-1)		NA



PLATTSMOUTH, NEBRASKA

Amdt 1 08157

40°57' N-95°55' W

PLATTSMOUTH MUNI (PMV)

RNAV (GPS) RWY 34

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

**RED CLOUD MUNI** (7V7) 1 W UTC-6(-5DT) N40°05.93' W98°32.48'**OMAHA**  
L-10H

1744 B FUEL 100LL NOTAM FILE OLU

RWY 15-33: H3701X60 (CONC) S-12.5 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.25° TCH 44'. Road.

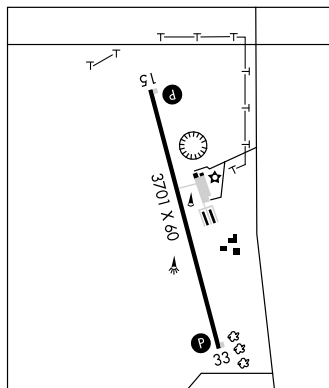
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Unattended. For fuel call 402-746-3297 or 402-746-2500 or 402-746-2561. MIRL Rwy 15-33 preset on low ints dusk-0500Z†, to increase ints and ACTIVATE REIL Rwy 15 and Rwy 33—CTAF, after 0500Z† ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 opr SS-SR, from SR-SS ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 312° 21.0 NM to fld. 1880/10E.

**RIKKY** N41°13.18' W95°49.07' NOTAM FILE OMA.**OMAHA**

NDB (LOM) 426 EN 320° 6.0 NM to Eppeley Airfield.

**ROCK CO** (See BASSETT)**RUSHVILLE****MODISSETT** (9V5) 2 NE UTC-7(-6DT) N42°44.19' W102°26.66'**CHEYENNE**  
L-12G

3751 B FUEL 100LL NOTAM FILE OLU

RWY 14-32: H3909X60 (CONC) S-12 MIRL

RWY 14: Road. RWY 32: Road.

**AIRPORT REMARKS:** Unattended. 24 hr self svc fuel avbl via credit card system. Wildlife on and invof arpt. Ultralights on and invof arpt. Numerous crop dusting acft invof arpt. Courtesy car avbl. ACTIVATE MIRL Rwy 14-32—CTAF.

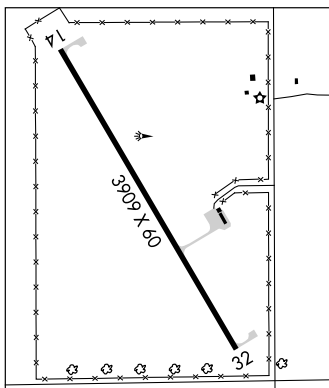
**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAP.

RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56'

W103°00.74' 148° 78.4 NM to fld. 3160/13E.

**SANCY** N40°52.37' W98°18.88' NOTAM FILE GRI.**OMAHA**

NDB (LOM) 380 GR 356° 5.7 NM to Central Nebraska Rgnl.

**SARGENT MUNI** (Ø9K) 2 E UTC-6(-5DT) N41°38.10' W99°20.53'**OMAHA**  
L-12H

2313 B NOTAM FILE OLU

RWY 16-34: H3000X50 (ASPH) MIRL

RWY 16: Road.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. ACTIVATE MIRL Rwy 16-34—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CUZ

CUSTER CO (L) VOR/DME 108.2 CUZ Chan 19 N41°29.04' W99°41.34' 052°18.1 NM to fld. 2850/8E.

**SCOTTSSBLUFF** N41°53.65' W103°28.92' NOTAM FILE BFF.**CHEYENNE**  
H-5A, L-12F

(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld.

4170/13E.

RCQ 122.6 (COLUMBUS RADIO) RCO 122.1R 112.6T (COLUMBUS RADIO)

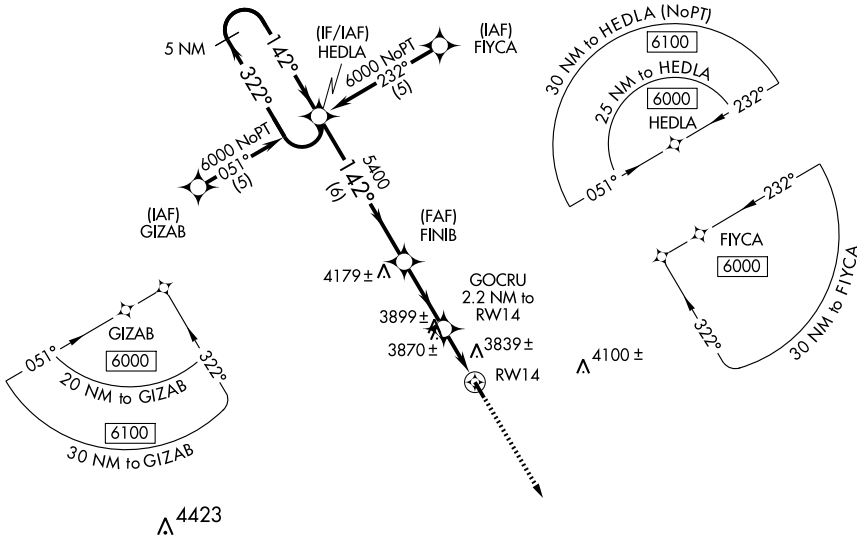
WAAS CH <b>72814</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Idg <b>3909</b> TDZE <b>3751</b> Apt Elev <b>3751</b>
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**RNAV (GPS) RWY 14**

RUSHVILLE/MODISSETT (9V5)

**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA.  
**▲** NA Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct AYEVA and hold.

PINE RIDGE ASOS  
**126.775**DENVER CENTER  
**127.95 338.2**CTAF  
**122.9 0**

ELEV 3751

142° to  
RW14TDZE  
3751

3909 x 60

32

MIRL Rwy 14-32 **0**5 NM  
Holding Pattern

HEDLA

6000

322°  
142°GS 3.00°  
TCH 40

142°

5400

FINIB

GOCRU  
2.2 NM to  
RW14

\*4480

6000

AYEVA

\*LNAV only

RW14

6 NM 2.8 NM 2.2 NM

CATEGORY	A	B	C	D
LPV DA	4117-1¼	366 (400-1¼)		NA
LNAV/VNAV DA	4279-2	528 (600-2)		NA
LNAV MDA	4300-1	549 (600-1)		NA
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)		NA

WAAS CH <b>78214</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg <b>3909</b> TDZE <b>3751</b> Apt Elev <b>3751</b>
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## RNAV (GPS) RWY 32

RUSHVILLE/MODISETT (9V5)

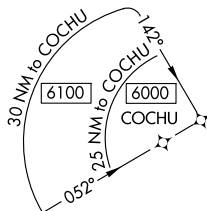
**T** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction  
**A NA** by helicopters NA. Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct HEDLA and hold.

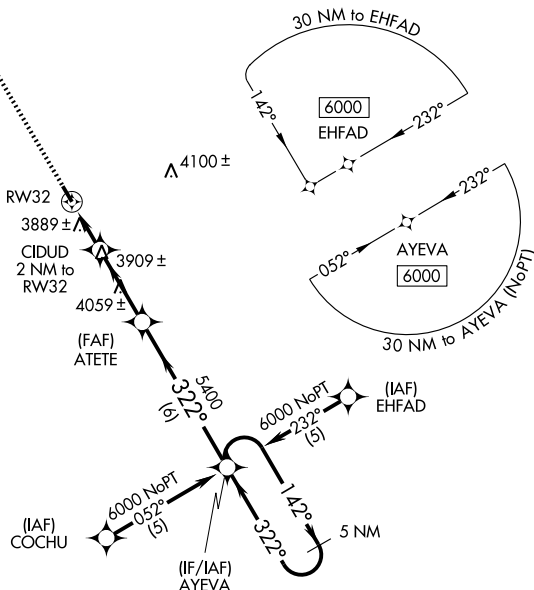
PINE RIDGE ASOS  
**126.775**

DENVER CENTER  
127.95 338.2

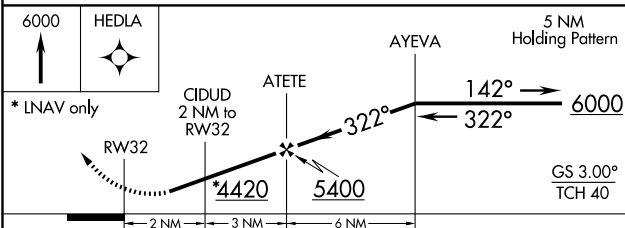
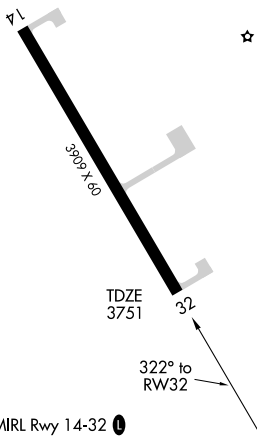
CTAF  
122.9 **L**



4423



ELEV 3751



CATEGORY		A	B	C	D
LPV	DA	4181-1½	430 (500-1½)		NA
LNAV/ VNAV	DA	4294-2	543 (600-2)		NA
LNAV	MDA	4320-1	569 (600-1)		NA
CIRCLING		4380-1 629 (700-1)	4400-1 649 (700-1)		NA

RUSHVILLE, NEBRASKA  
Orig 09239

42°44'N - 102°27'W

RUSHVILLE/MODISETT (9V5)  
RNAV (GPS) RWY 32

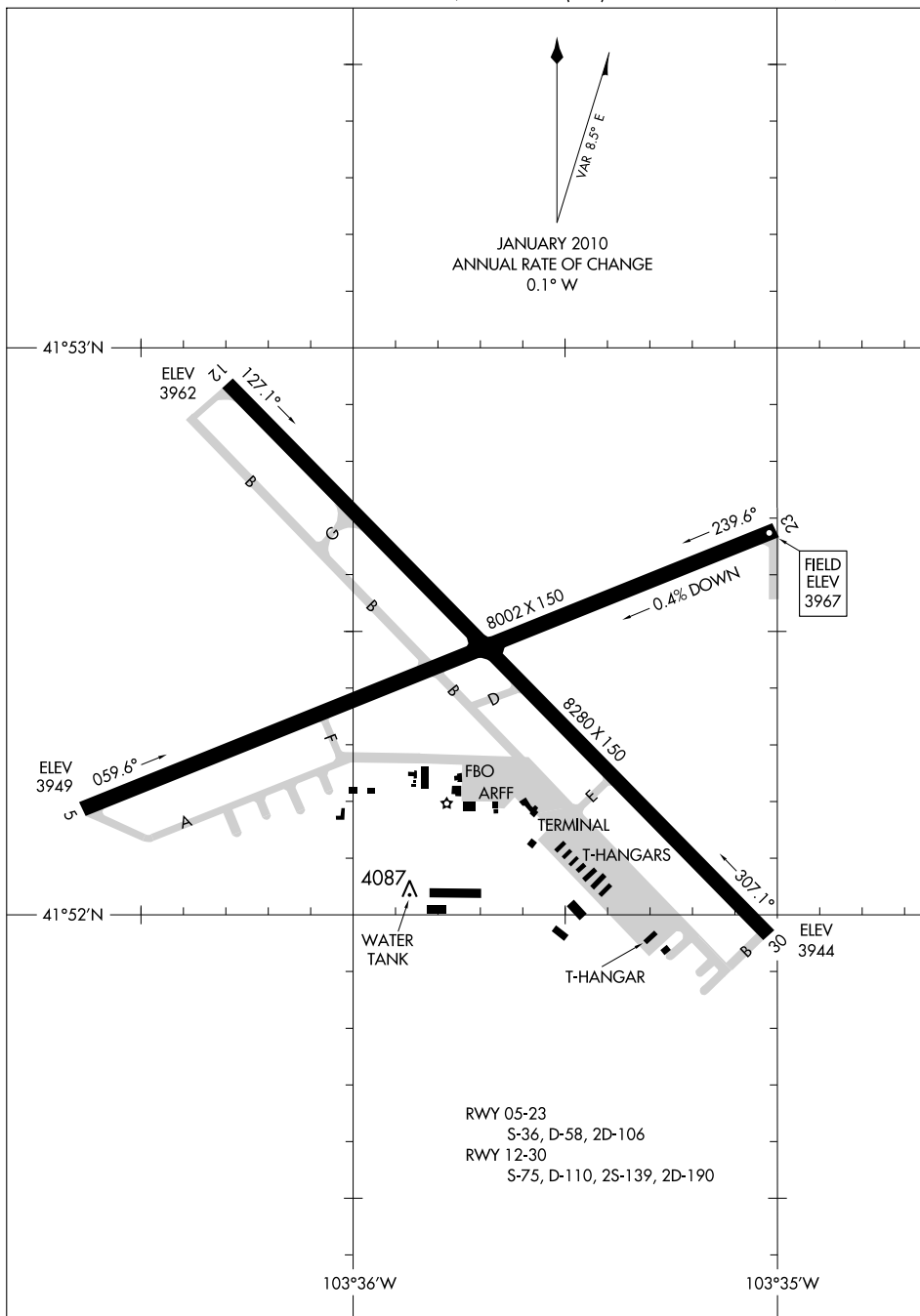
NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2: 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)  
SCOTTSBLUFF/ AL-383 (FAA) SCOTTSBLUFF, NEBRASKA

NC-2, 21 OCT 2010 to 18 NOV 2010



NC-2, 21 OCT 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

SCOTTSBLUFF/  
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

SCOTTSBLUFF, NEBRASKA

**SCOTTSBLUFF** N41°53.65' W103°28.92' NOTAM FILE BFF.

(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld.  
4170/13E.

RCO 122.6 (COLUMBUS RADIO) RCO 122.1R 112.6T (COLUMBUS RADIO)

CHEYENNE

H-5A, L-12F

## SCOTTSBLUFF

**WESTERN NEB RGNL/WILLIAM B. HEILIG FLD** (BFF) 3 E UTC-7(-6DT)

N41°52.44' W103°35.74'

3967 B S4 FUEL 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE BFF

RWY 12-30: H8279X150 (ASPH) S-75, D-110, 2S-139, 2D-190

HIRL

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57'

RWY 30: MALSR.

RWY 05-23: H8002X150 (ASPH) S-36, D-58, 2D-106 MIRL

RWY 05: VASI(V4L)—GA 3.0° TCH 50'.

RWY 23: PAPI(P4L)—GA 3.0° TCH 52'. Road.

**AIRPORT REMARKS:** Attended 1300-0400Z. For svc after hrs call 308-635-0162. Waterfowl on and in/ovf arpt. Rwy 30 designated calm wind rwy. Line of site restrictions between apch ends of Rwy 05 and Rwy 30 and also between the apch ends of Rwy 12 and Rwy 23. Blind spot areas caused by sun glare during SR and SS at various locations on the fld. Class II, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308-635-4941. Air carrier ops over 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. ARFF index B equipment is provided. Per arpt manager use CTAF when operating on the arpt. ACTIVATE MIRL Rwy 05-23, HIRL Rwy 12-30, MALSR Rwy 12 and Rwy 30 and VASI Rwy 05, PAPI Rwy 12 and Rwy 23—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.025 (308) 632-8949.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

SCOTTSBLUFF RCO 122.6 (COLUMBUS RADIO)

SCOTTSBLUFF RCO 122.1R 112.6T (COLUMBUS RADIO)

Ⓡ DENVER CENTER APP/DEP CON 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BFF.

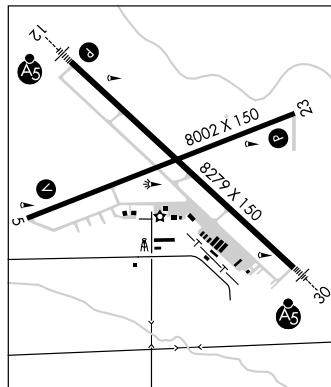
SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65' W103°28.92' 244° 5.2 NM to fld. 4170/13E.

CREVE NDB (LOM) 263 BF N41°48.16' W103°29.93' 304° 6.1 NM to fld. Unmonitored.

ILS/DME 109.3 I-BFF Chan 30 Rwy 30. Class IB. LOM CREVE NDB. OM unmonitored.

LOC unusable from 0.2 NM inbound.

LOC/DME 110.35 I-RMT Chan 40(Y) Rwy 12. Class IB. LOC unusable from 0.2 NM inbound.



**SCRIBNER STATE** (SCB) 3 SE UTC-6(-5DT) N41°36.62' W96°37.79'

1325 B FUEL 100LL TPA-2325(1000) NOTAM FILE OLU

RWY 17-35: H4200X75 (CONC) S-25 MIRL

RWY 12-30: H3199X60 (CONC)

RWY 30: Thld dspcd 399'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Assistant Manager lives on arpt 402-654-2723. Unlgt'd tower approx 1525' MSL 0.25 mile East.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'

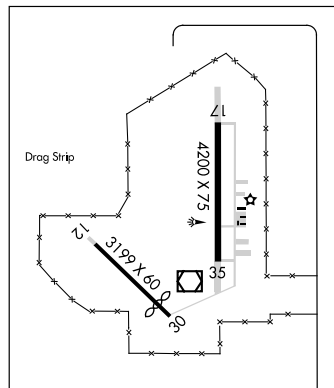
W96°44.52' 358° 41.5 NM to fld. 1370/9E.

(T)VORW/DME 111.0 SCB Chan 47 N41°36.32' W96°37.72' at fld. 1317/6E. NOTAM FILE OLU. VOR unmonitored.

OMAHA

L-12I

IAP



WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

## ILS or LOC/DME RWY 12

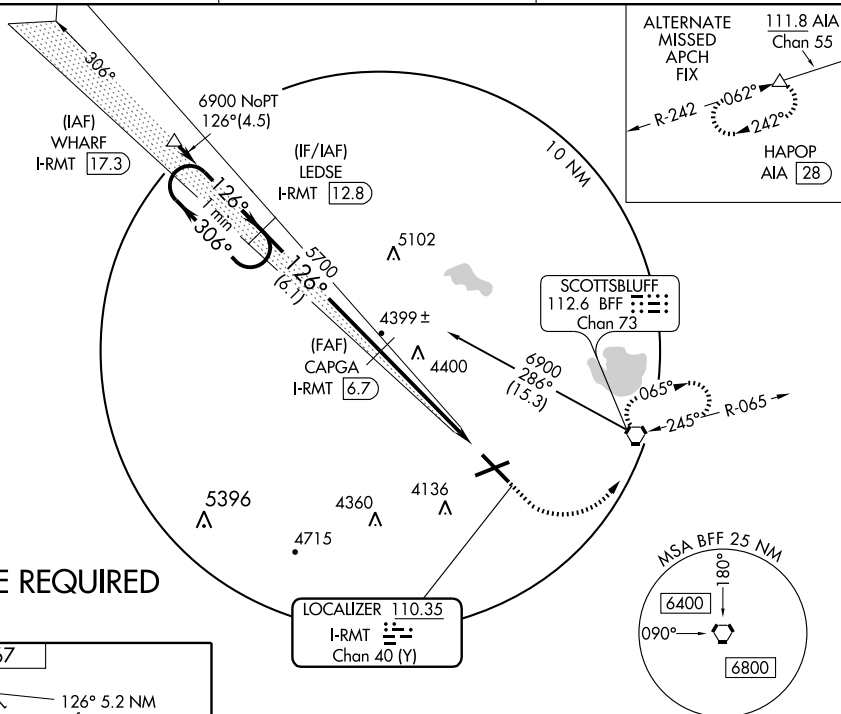
**T** When local altimeter setting not received, use Alliance altimeter setting and increase DA 91 feet; all MDAs 100 feet, and S-LOC 12 and circling Cat B/C/D

**A** visibilities ¼ mile. For inoperative MALSr, when using Alliance altimeter setting, increase S-ILS 12 visibility to 1. VDP NA when using Alliance altimeter setting.

MALSR

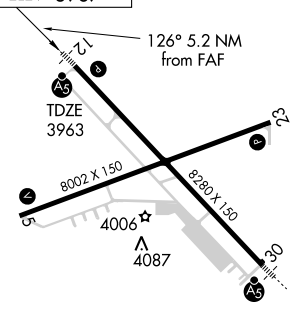


**MISSED APPROACH:** Climb to 4500 then climbing left turn to 6900 direct BFF VORTAC and hold, continue climb-in-hold to 6900.

ASOS  
121.025DENVER CENTER  
127.95 338.2UNICOM  
123.0 (CTAF) **L**

## DME REQUIRED

ELEV 3967



REIL Rwy 12

HIRL Rwy 12-30 **L**MIRL Rwy 5-23 **L**

Knots	60	90	120	150	180
Min:Sec					

### 1 Minute Holding Pattern

ILS unusable from FERPO,  
1.7 DME inbound.

4500

6900

BFF

I-RMT 12.8

CAPGA  
I-RMT 6.7

I-RMT

112.0

CATEGORY	A	B	C	D
S-ILS 12	4163-1/2 200 (200-1/2)			
S-LOC 12	4640-1/2 677 (700-1/2)		4640-1 1/2 677 (700-1 1/2)	4640-1 3/4 677 (700-1 3/4)
CIRCLING	4640-1 673 (700-1)		4640-2 673 (700-2)	4640-2 1/4 673 (700-2 1/4)

SCOTTSBLUFF, NEBRASKA  
Orig 08325

SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/ WILLIAM B. HEILIG FIELD (BFF)

41° 52' N-103° 36' W

ILS or LOC/DME RWY 12

LOC/DME I-BFF  
**109.3**  
 Chan **30**

APP CRS  
**306°**

Rwy Idg  
 TDZE **8280**  
 Apt Elev **3950**

SCOTTSBLUFF/  
 WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

**ILS RWY 30**

▼ Cat D S-LOC visibility increase ¼ mile for inoperative  
 ▲ MALSR.

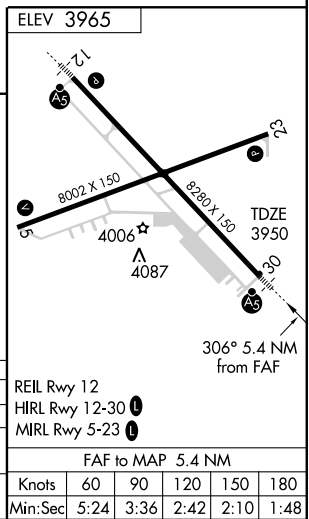
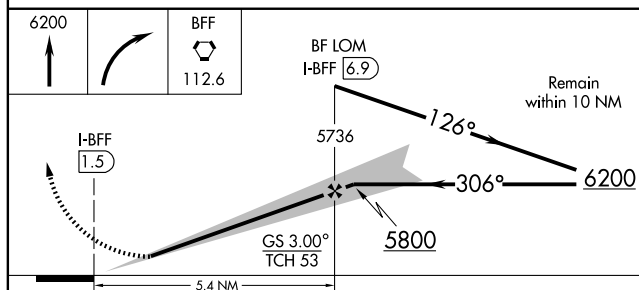
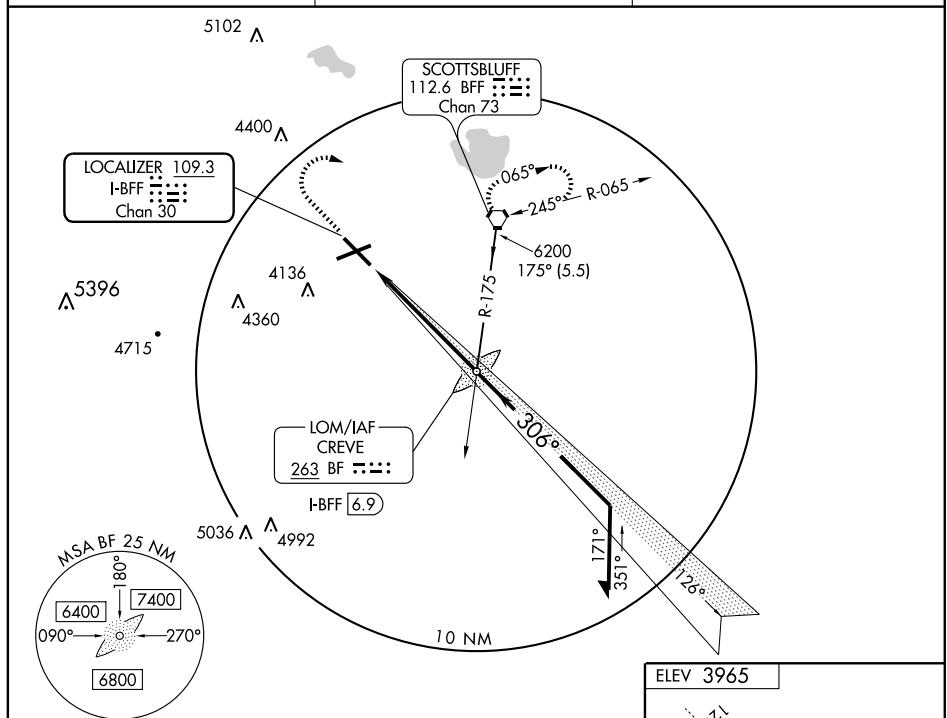


MISSED APPROACH: Climb to 6200 then right turn direct  
 BFF VORTAC and hold.

ASOS  
**121.025**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
S-ILS 30	41 50-½ 200 (200-½)			
S-LOC 30	4240-½ 290 (300-½)			4240-¾ 290 (300-¾)
CIRCLING	4500-1 535 (600-1)		4500-1½ 535 (600-1½)	4600-2 635 (700-2)

REIL Rwy 12  
 HIRL Rwy 12-30  
 MIRL Rwy 5-23

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



WAAS  
CH **93506**  
**W05A**

APP CRS  
**061°**

Rwy Idg  
TDZE  
Apt Elev

**8002**  
**3952**  
**3967**

SCOTTSBLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 5

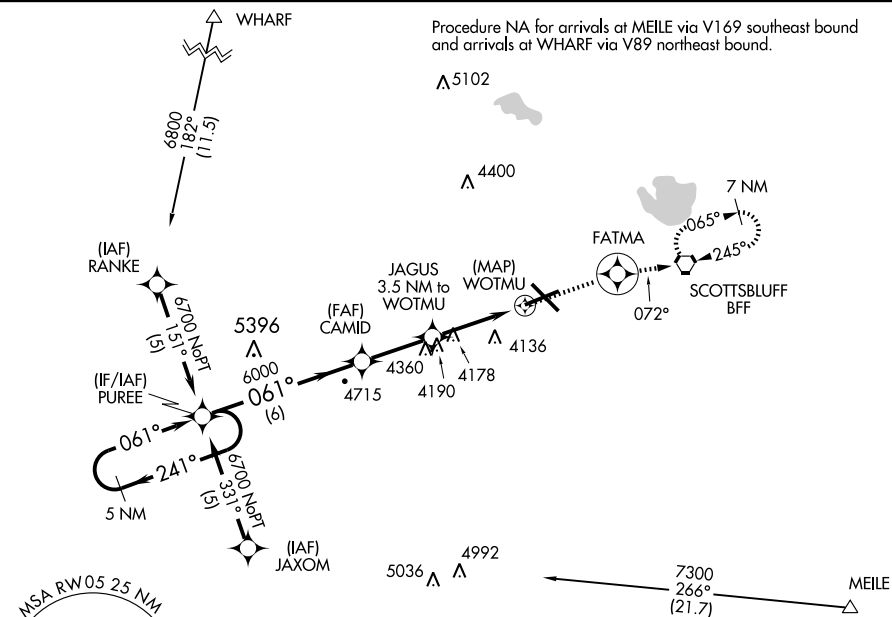
▼ If local altimeter setting not received, procedure NA.  
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6900 direct FATMA  
and via 072° track to BFF VORTAC and hold.

ASOS  
**121.025**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0 (CTAF) 0**



5 NM  
Holding Pattern

PUREE

6700 ← 241°  
061° →

GS 3.00°  
TCH 50

061°

CAMID

6000

JAGUS

3.5 NM to WOTMU

1.5 NM to WOTMU

WOTMU

\* LNAV only

\* 5120

6 NM

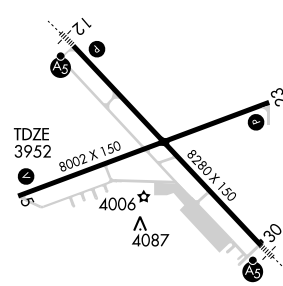
2.7 NM

2 NM

1.5

CATEGORY	A	B	C	D
LPV DA		4252-1	300 (300-1)	
LNAV MDA	4480-1 528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)	
CIRCLING	4500-1 533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)	

ELEV 3967



WAAS CH <b>73005</b> <b>W12A</b>	APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev	<b>8280</b> <b>3963</b> <b>3967</b>
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SCOTTSLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 12

▼ When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and circling Cat B visibilities ½ mile; increase LNAV and circling Cat C/D visibilities ½ mile. For inoperative MALS, when using Alliance altimeter setting, increase LPV all Cats visibility to ¼, and LNAV Cat A visibility to 1. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.



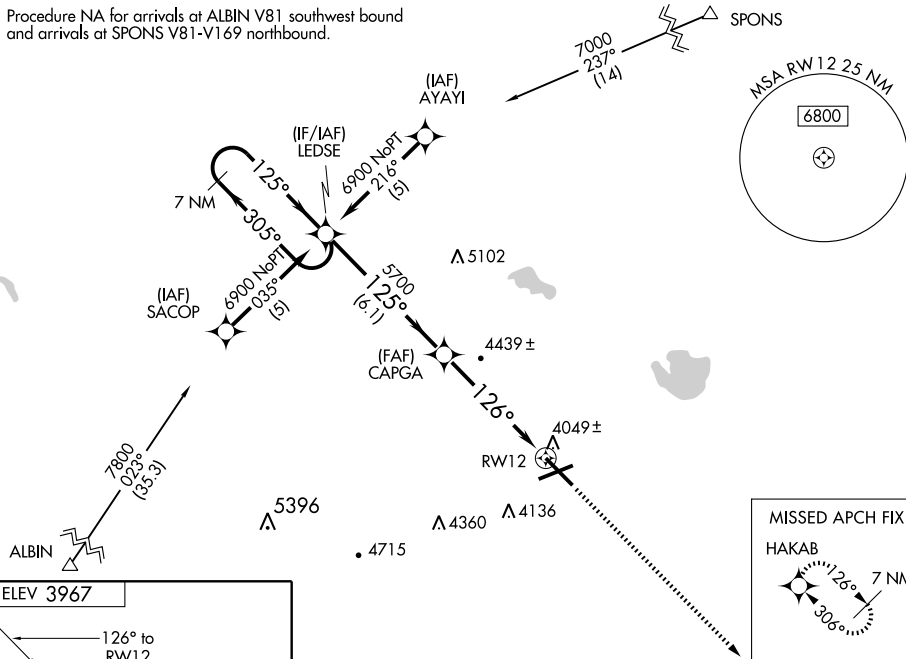
MISSED APPROACH:  
Climb to 6700 direct  
HAKAB and hold.

ASOS  
**121.025**

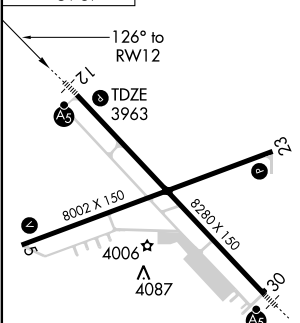
DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0** (CTAF) **1**

Procedure NA for arrivals at ALBIN V81 southwest bound and arrivals at SPONS V81-V169 northbound.



ELEV 3967



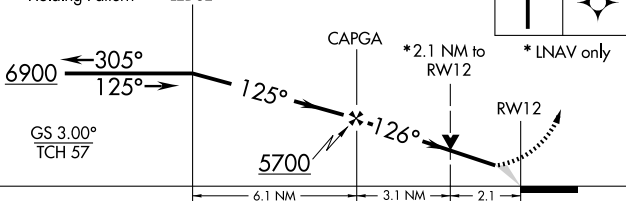
REIL Rwy 12  
HIRL Rwy 12-30 **1**  
MIRL Rwy 5-23 **1**

7 NM  
Holding Pattern

LEDSE

6700

HAKAB



CATEGORY	A	B	C	D
LPV DA	4213-½ 250 (300-½)			
LNAV/VNAV DA	4340-¾ 377 (400-¾)			
LNAV MDA	4700-½ 737 (800-½)		4700-1½ 737 (800-1½)	4700-1¾ 737 (800-1¾)
CIRCLING	4700-1 733 (800-1)		4700-2 733 (800-2)	4700-2¼ 733 (800-2¼)

WAAS  
CH **45606**  
**W23A**

APP CRS  
**238°**

Rwy Idg  
TDZE  
Apt Elev

**8002**  
**3967**  
**3967**

SCOTTSLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 23

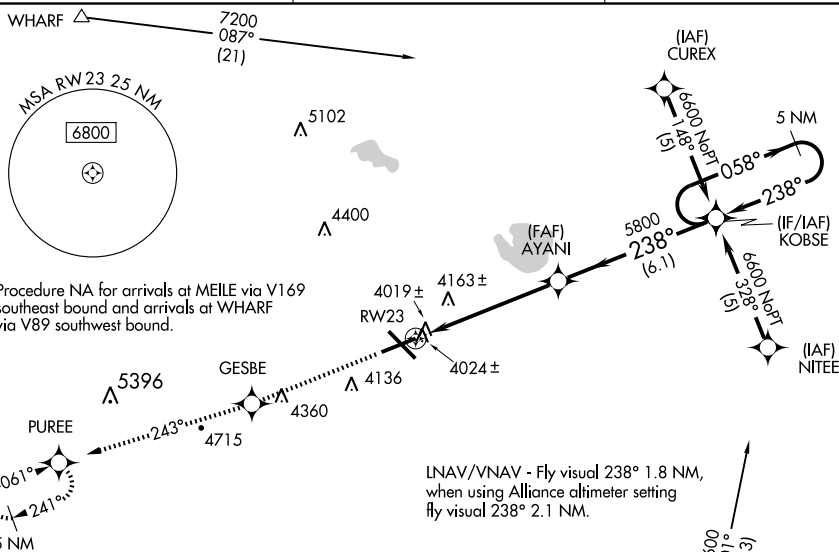
▼ When local altimeter not received, use Alliance altimeter setting and increase all DAs 91 feet and MDAs 100 feet. Increase all LPV visibilities  $\frac{1}{4}$ , increase LNAV Cat C/D visibilities  $\frac{1}{4}$ , increase circling Cat C/D visibilities  $\frac{1}{4}$ .  
▲ BARO-VNAV NA when using Alliance altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 direct GESBE and via 243° track to PUREE and hold.

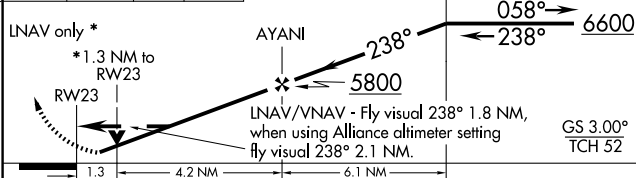
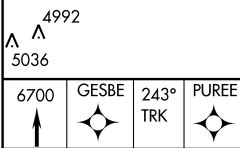
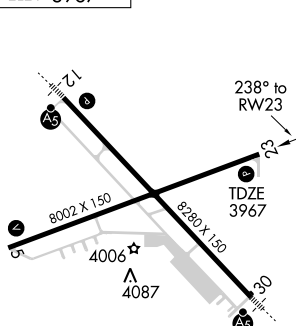
ASOS  
**121.025**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0 (CTAF) 0**



ELEV 3967



CATEGORY	A	B	C	D
LPV DA	4256-1	289 (300-1)		
LNAV/VNAV DA	4588-2	621 (700-2)		
LNAV MDA	4420-1	453 (500-1)	4420-1½ 453 (500-1½)	4420-1½ 453 (500-1½)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

REIL Rwy 12  
HIRL Rwy 12-30  
MIRL Rwy 5-23

WAAS  
CH **53306**  
**W30A**

APP CRS  
**306°**

Rwy Idg  
TDZE **3280**  
Apt Elev **3967**

SCOTTSLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

**RNAV (GPS) RWY 30**

When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat C/D, and circling Cat C/D visibilities ¼ mile. For inoperative MALSR, when using alliance altimeter setting, increase LPV all Cats visibility to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

MALSR



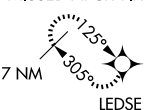
MISSED APPROACH: Climb to 6900 direct LEDSE and hold.

ASOS  
**121.025**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0 (CTAF) 1**

MISSED APCH FIX



Λ 4400

Λ 5396

Λ 4360

Λ 4136

4715

5036

Λ 4992

RW30

3999 ±

4119 ±

(FAF) CIYAR

ALLIANCE AIA

6800

216°

(28.3)

MSA RW 30 25 NM

6800

5700

306°

(5)

(IF/IAF) HAKAB

6700 NoPT

216°

(5)

(IAF) DIVPE

126°

306°

7 NM

6700 NoPT

036°

(5)

(IAF) FOBVO

7800

061°

(38.5)

ALBIN

ELEV 3967

Procedure NA for arrivals at Alliance VOR/DME V100 northeast bound and arrivals at Albin V81 southwest bound and V6 westbound.

6900

LEDSE



HAKAB

7 NM Holding Pattern

\*LNAV only \* 1.2 NM to RW30

RW30

CIYAR

HAKAB

126°

306°

6700

5700

1.2

4.1 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

4201-½ 250 (300-½)

LNAV/VNAV DA

4300-¾ 349 (400-¾)

LNAV MDA

4380-½ 429 (500-½)

4380-¾

429 (500-¾)

4380-1

429 (500-1)

CIRCLING

4500-1 533 (600-1)

4500-1½

533 (600-1½)

4600-2

633 (700-2)

REIL Rwy 12

HIRL Rwy 12-30 1

MIRL Rwy 5-23 1

VORTAC BFF  
112.6  
Chan 73

APP CRS  
063°

Rwy Idg  
TDZE  
Apt Elev

8002  
3952  
3967

SCOTTSLUFF/  
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

VOR/DME RWY 5

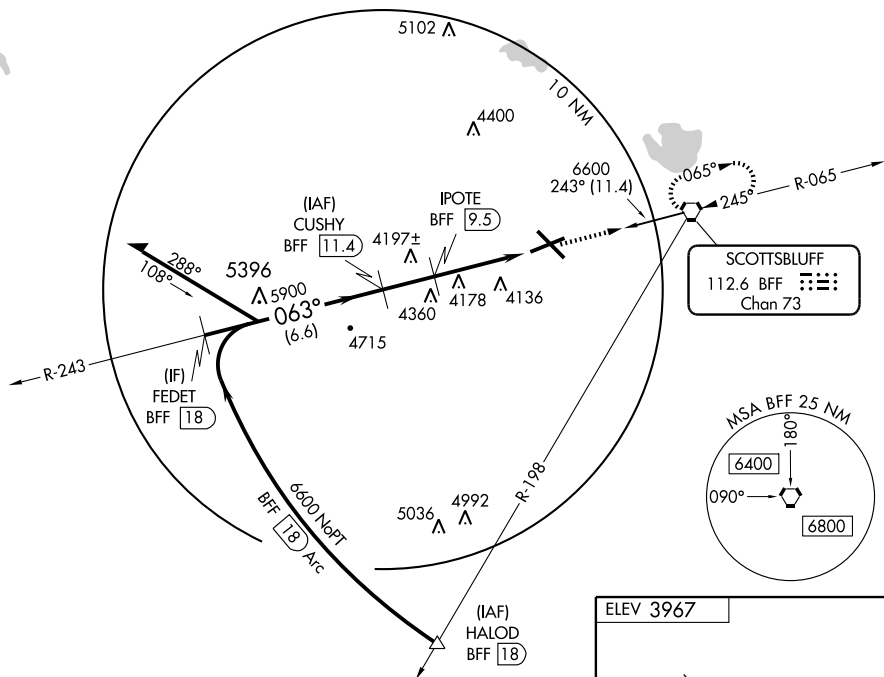
▼ When local altimeter setting not received, use Alliance altimeter setting and increase all MDAs 100 feet, and increase S-5 Cat C/D and circling Cat C/D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 direct BFF VORTAC and hold, continue climb-in-hold to 6600.

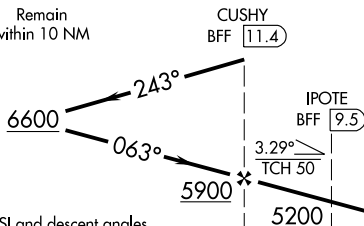
ASOS  
121.025

DENVER CENTER  
127.95 338.2

UNICOM  
123.0 (CTAF) 0



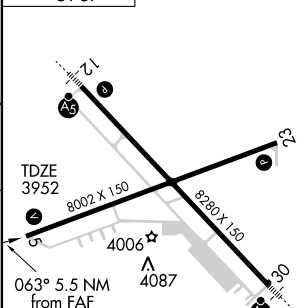
Remain  
within 10 NM



VGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D
S-5	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

ELEV 3967



REIL Rwy 12  
HIRL Rwy 12-30  
MIRL Rwy 5-23

Knots	60	90	120	150	180
Min:Sec					

SCOTTSLUFF, NEBRASKA  
Amdt 5 08045

SCOTTSLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)  
41°52'N-103°36'W

VOR/DME RWY 5

VORTAC BFF  
Chan **73**

APP CRS  
**245°**

Rwy Idg  
TDZE **3967**

Apt Elev  
**3967**

SCOTTSLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

VOR or TACAN RWY 23

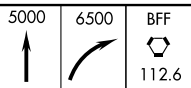
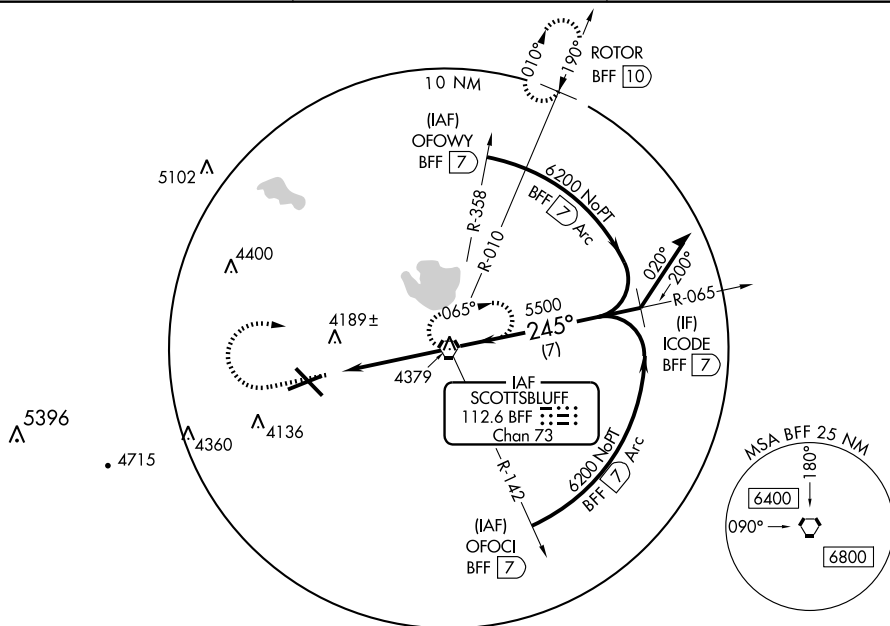
▼ If local altimeter setting not received, use Alliance altimeter setting and increase of MDAs 100 feet, increase S-23 CAT C/D visibilities ¼ mile, increase circling Cat C/D visibilities ¼ mile. VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct BFF VORTAC and hold (TACAN aircraft continue climb to 7300 via BFF R-010 to ROTOR 10 DME and hold north, right turn 190° inbound).

ASOS  
**121.025**

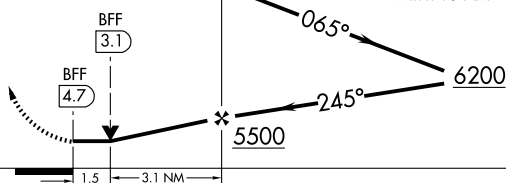
DENVER CENTER  
**127.95 338.2**

UNICOM  
**123.0 (CTAF) 0**

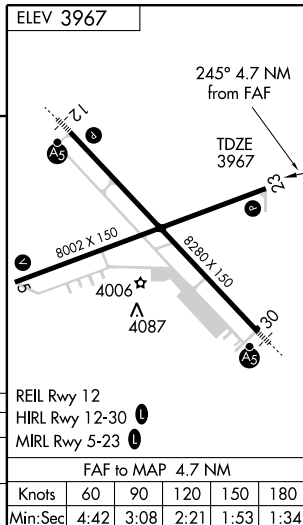


VORTAC

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-23	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4500-1¾ 533 (600-1¾)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)



**SCOTTSBLUFF** N41°53.65' W103°28.92' NOTAM FILE BFF.

(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld.  
4170/13E.

RCO 122.6 (COLUMBUS RADIO) RCO 122.1R 112.6T (COLUMBUS RADIO)

CHEYENNE

H-5A, L-12F

## SCOTTSBLUFF

**WESTERN NEB RGNL/WILLIAM B. HEILIG FLD** (BFF) 3 E UTC-7(-6DT)

N41°52.44' W103°35.74'

3967 B S4 FUEL 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE BFF

RWY 12-30: H8279X150 (ASPH) S-75, D-110, 2S-139, 2D-190

HIRL

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57'

RWY 30: MALSR.

RWY 05-23: H8002X150 (ASPH) S-36, D-58, 2D-106 MIRL

RWY 05: VASI(V4L)—GA 3.0° TCH 50'.

RWY 23: PAPI(P4L)—GA 3.0° TCH 52'. Road.

**AIRPORT REMARKS:** Attended 1300-0400Z. For svc after hrs call 308-635-0162. Waterfowl on and in/ovf arpt. Rwy 30 designated calm wind rwy. Line of site restrictions between apch ends of Rwy 05 and Rwy 30 and also between the apch ends of Rwy 12 and Rwy 23. Blind spot areas caused by sun glare during SR and SS at various locations on the fld. Class II, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308-635-4941. Air carrier ops over 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. ARFF index B equipment is provided. Per arpt manager use CTAF when operating on the arpt. ACTIVATE MIRL Rwy 05-23, HIRL Rwy 12-30, MALSR Rwy 12 and Rwy 30 and VASI Rwy 05, PAPI Rwy 12 and Rwy 23—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.025 (308) 632-8949.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

SCOTTSBLUFF RCO 122.6 (COLUMBUS RADIO)

SCOTTSBLUFF RCO 122.1R 112.6T (COLUMBUS RADIO)

Ⓡ DENVER CENTER APP/DEP CON 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BFF.

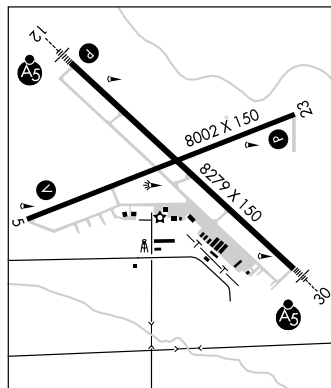
SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65' W103°28.92' 244° 5.2 NM to fld. 4170/13E.

CREVE NDB (LOM) 263 BF N41°48.16' W103°29.93' 304° 6.1 NM to fld. Unmonitored.

ILS/DME 109.3 I-BFF Chan 30 Rwy 30. Class IB. LOM CREVE NDB. OM unmonitored.

LOC unusable from 0.2 NM inbound.

LOC/DME 110.35 I-RMT Chan 40(Y) Rwy 12. Class IB. LOC unusable from 0.2 NM inbound.



**SCRIBNER STATE** (SCB) 3 SE UTC-6(-5DT) N41°36.62' W96°37.79'

1325 B FUEL 100LL TPA-2325(1000) NOTAM FILE OLU

RWY 17-35: H4200X75 (CONC) S-25 MIRL

RWY 12-30: H3199X60 (CONC)

RWY 30: Thld dspcd 399'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Assistant Manager lives on arpt 402-654-2723. Unlgtd tower approx 1525' MSL 0.25 mile East.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'

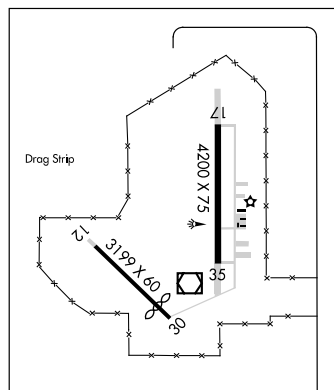
W96°44.52' 358° 41.5 NM to fld. 1370/9E.

(T)VORW/DME 111.0 SCB Chan 47 N41°36.32' W96°37.72' at fld. 1317/6E. NOTAM FILE OLU. VOR unmonitored.

OMAHA

L-12I

IAP



APP CRS  
**173°**

Rwy Idg	<b>4200</b>
TDZE	<b>1318</b>
Apt Elev	<b>1325</b>

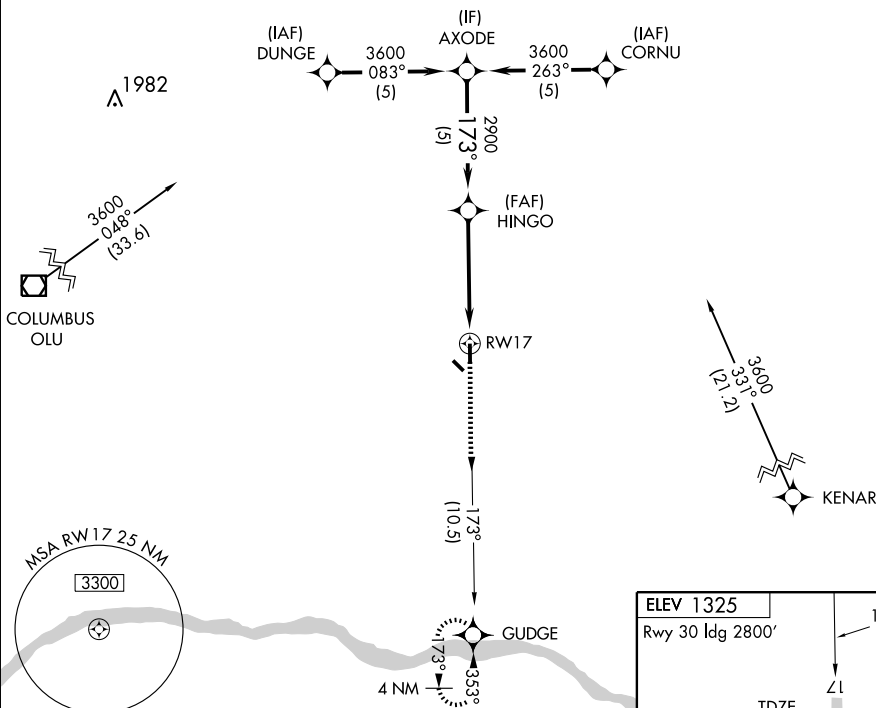
RNAV (GPS) RWY 17  
SCRIBNER STATE (SCB)

**ANA**

GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA. BARO-VNAV NA.  
Use Fremont altimeter setting.

**MISSED APPROACH:** Climb to 3600 via 173° course to GUDGE WP and hold.

OMAHA APP CON  
120.1 354.05

CTAF  
122.9

3600  
↑  
CRS 173°



RW17

HINGO

2900

AXODE

3600

Procedure  
Turn NA  
GS 3.00°  
TCH 40

CATEGORY	DESCRIPTION	AMOUNT
1	...	...
2	...	...
3	...	...
4	...	...
5	...	...
6	...	...
7	...	...
8	...	...
9	...	...
10	...	...
11	...	...
12	...	...
13	...	...
14	...	...
15	...	...
16	...	...
17	...	...
18	...	...
19	...	...
20	...	...
21	...	...
22	...	...
23	...	...
24	...	...
25	...	...
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27	...	...
28	...	...
29	...	...
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91	...	...
92	...	...
93	...	...
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95	...	...
96	...	...
97	...	...
98	...	...
99	...	...
100	...	...

A

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GLS PA DA
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N.

1700-1¼	382 (400-1¼)
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NA

1820-1 502 (600-1)

NA

MIRL Rwy 17-35

SCRIBNER, NEBRASKA

Orig 07186

SCRIBNER STATE (SCB)

41°37'N-96°38'W

RNAV (GPS) RWY 17

NC-2. 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010



APP CRS  
**353°**

Rwy Idg	<b>4200</b>
TDZE	<b>1319</b>
Apt Elev	<b>1325</b>

RNAV (GPS) RWY 35  
SCRIBNER STATE (SCB)

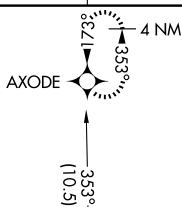
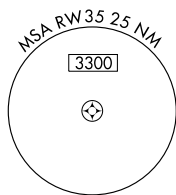
**A NA**

GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA. BARO-VNAV NA.  
Use Fremont altimeter setting.

**MISSED APPROACH:** Climb to 3600 via 353° course to AXODE WP and hold.

OMAHA APP CON  
120.1 354.05

CTAF  
122.9



(10.5)



(FAF)  
FENIG

(5)

(ii)  
GUDGE

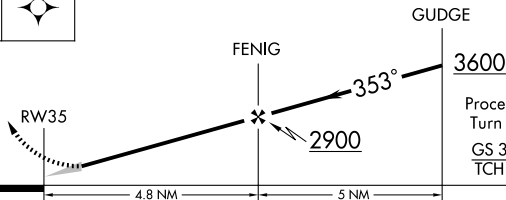
(IAF)

3600  
259° (8.3)



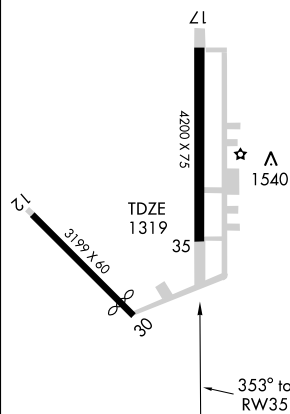
ELEV 1325	Rwy 30  dg 2800'
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Λ  
2050



Procedure  
Turn NA  
GS 3.00°  
TCH 40

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1720-1½	401 (500-1½)		NA
LNAV MDA	1840-1	521 (600-1)		NA
CIRCLING	1900-1½	575 (600-1½)		NA



MIRL Rwy 17-35

SCRIBNER, NEBRASKA  
Orig 07186

41°37'N-96°38'W

SCRIBNER STATE (SCB)  
RNAV (GPS) RWY 35

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

VOR/DME SCB <b>111.0</b> Chan <b>47</b>	APP CRS <b>341°</b>	Rwy Idg TDZE Apt Elev <b>4200</b> <b>1319</b> <b>1325</b>
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# VOR RWY 35

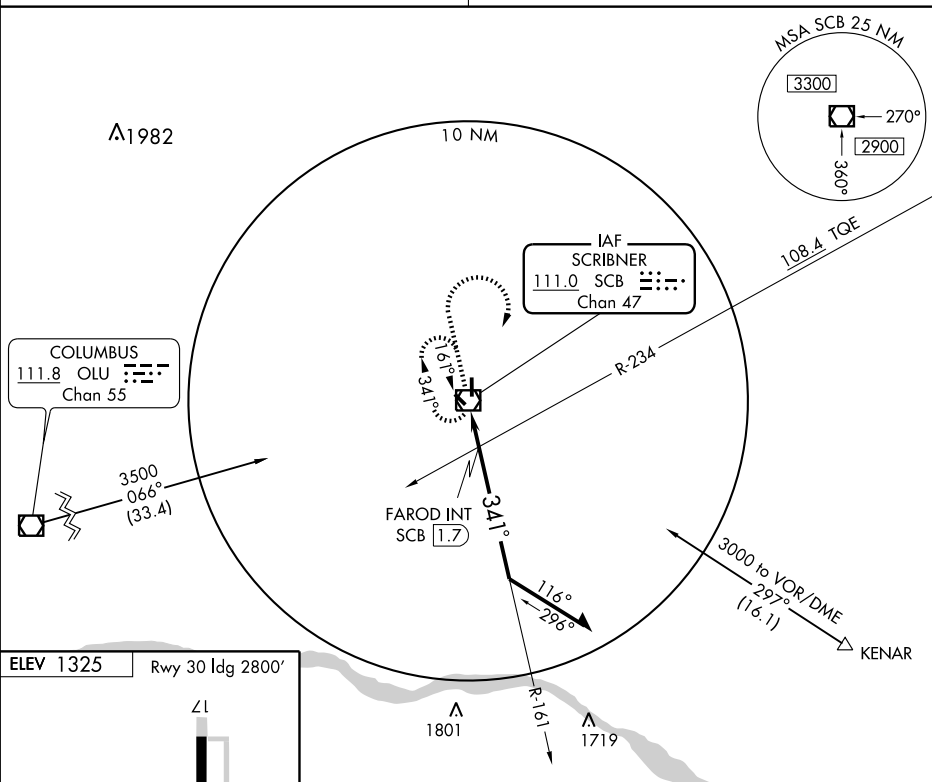
SCRIBNER STATE (SCB)

**▲** NA Use Fremont altimeter setting.

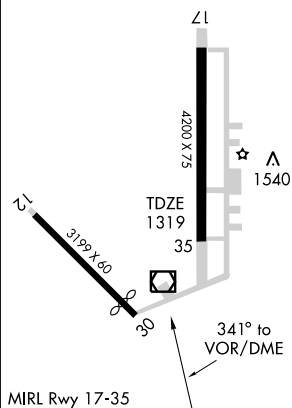
MISSED APPROACH: Climb to 3000 then right turn direct SCB VOR/DME and hold.

OMAHA APP CON  
**120.1 354.05**

CTAF  
**122.9**



ELEV 1325 Rwy 30 Idg 2800'



MIRL Rwy 17-35

Knots	60	90	120	150	180
Min:Sec					

SCRIBNER, NEBRASKA

Amdt 2A 08073

3000

SCB

111.0

VOR/DME

161°

Remain within 10 NM

3000

FAROD INT

SCB 1.7

341°

1940

≤ 3.02°

TCH 40

1.7 NM

CATEGORY	A	B	C	D
S-35	1940-1	621 (700-1)		NA
CIRCLING	1940-1	615 (700-1)		NA
FAROD FIX MINIMUMS				
S-35	1800-1	481 (500-1)		NA
CIRCLING	1900-1	575 (600-1)		NA

41°37'N-96°38'W

SCRIBNER STATE (SCB)

# VOR RWY 35

**SEWARD MUNI** (SWT) 3 S UTC-6(-5DT) N40°51.88' W97°06.55'

1506 B S4 FUEL 100LL, JET A NOTAM FILE OLU

RWY 16-34: H4200X75 (CONC) S-30, D-45, 2D-90 MIRL 0.3% up SE

RWY 16: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 34: PAPI(P2L)—GA 3.0° TCH 41'. Road.

RWY 04-22: 3400X150 (TURF)

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. ACTIVATE MIRL

Rwy 16-34; PAPI Rwy 16 and Rwy 34; windsock—CTAF.

NOTE: See Special Notices Section—Aerobatic Practice Areas.

COMMUNICATIONS: CTAF/UNICOM 122.8

LINCOLN RCO 122.65 (COLUMBUS RADIO)

② LINCOLN APP/DEP CON 124.0 (1130-0600Z±)

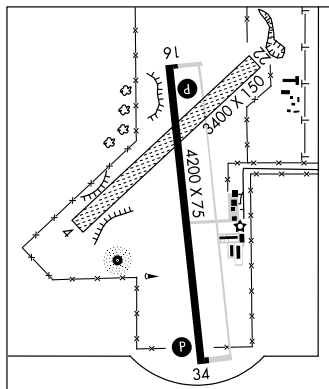
② MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'  
W96°44.52' 249° 17.1 NM to fld. 1370/9E.

NDB (MHW) 269 SWT N40°51.68' W97°06.72' at fld.

NOTAM FILE OLU.



OMAHA

L-101

IAP

**SIDNEY MUNI/LLOYD W CARR FLD** (SNY) 3 S UTC-7(-6DT) N41°06.99' W102°59.10'

4313 B S3 FUEL 100LL, JET A NOTAM FILE SNY

RWY 13-31: H6600X100 (CONC) S-32, D-52, 2D-96 HIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 44'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 47'.

RWY 03-21: 4700X75 (TURF) 0.3% up SW

RWY 03: P-line. RWY 21: Hill.

AIRPORT REMARKS: Attended 1500-0100Z±. After hrs call

308-254-3379 or 970-217-1778. ACTIVATE HIRL Rwy 13-31,

and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 125.775 (308) 254-3525.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 122.1R 115.9T (COLUMBUS RADIO)

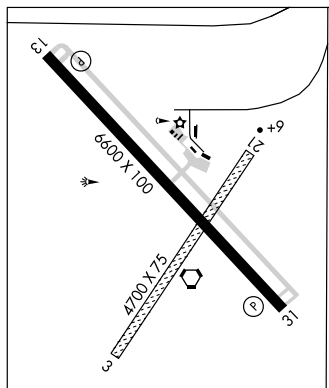
DENVER CENTER APP/DEP CON 118.475

AIRSPACE: CLASS E svc 1200-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

(H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' at fld. 4300/13E. HIWAS.



CHEYENNE

H-5A, L-106, 12G

IAP

**SO SIOUX CITY****MARTIN FLD** (7K8) 3 SW UTC-6(-5DT) N42°27.25' W96°28.35'

1100 B S4 FUEL 100LL NOTAM FILE OLU

RWY 14-32: H3323X50 (ASPH) S-12.5 MIRL (NSTD)

RWY 14: Berm. Rgt tfc. RWY 32: Thld displcd 650'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. For attendant after hours, call 402-494-3667 or 712-258-6722. Rwy

14-32 edge lgts are approximately 75' fm centerline at approximately 400' spacing; 30 watts. For arpt bcn, call  
arpt manager on 402-494-3667. ACTIVATE MIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 306° 9.3 NM to fld. 1087/9E.

HIWAS.

TOMMI NDB (MHW/LOM) 305 OI N42°27.61' W96°27.73' at fld. Unmonitored.

OMAHA

L-121

**STUART-ATKINSON MUNI** (See ATKINSON)

NDB SWT	APP CRS	Rwy Idg	<b>4200</b>
<b><u>269</u></b>	<b>173°</b>	TDZE	<b>1504</b>
		Apt Elev	<b>1505</b>

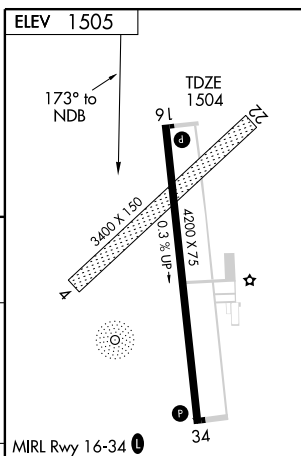
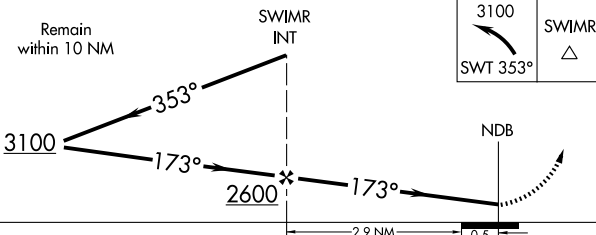
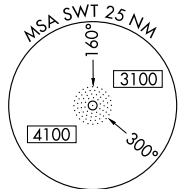
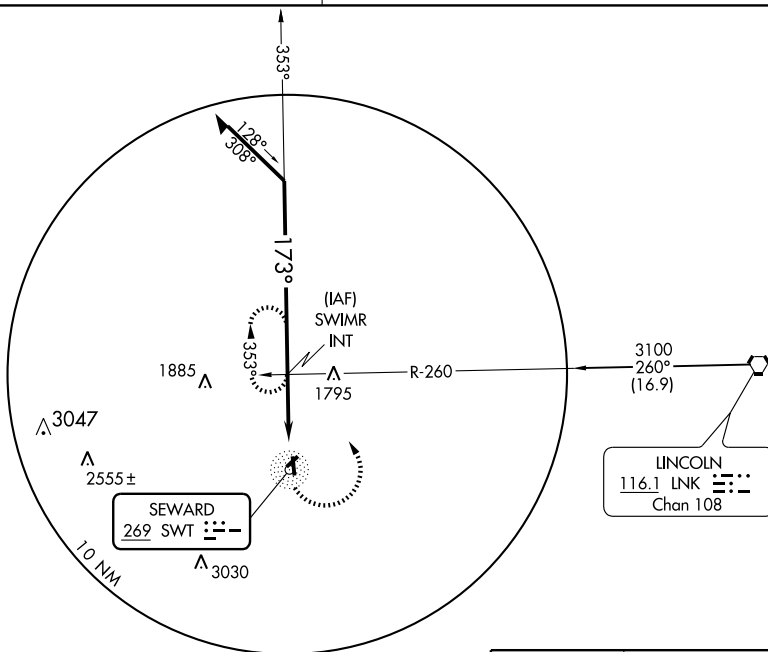
NDB RWY 16  
SEWARD MUNI (SWT)

**ANA** Use Lincoln altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3100 via SWT 353° bearing to SWIMR Int and hold.

LINCOLN APP CON ★  
124.0 270.3

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D	FAF to MAP 3.4 NM					
S-16	2040-1	536 (600-1)	NA		Knots	60	90	120	150	180
CIRCLING	2040-1	535 (600-1)	NA		Min:Sec	3:24	2:16	1:42	1:22	1:08

NDB SWT	APP CRS	Rwy Idg	<b>4200</b>
<b><u>269</u></b>	<b>340°</b>	TDZE	<b>1505</b>
		Apt Elev	<b>1505</b>

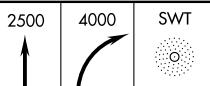
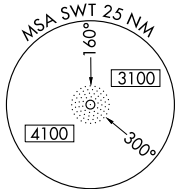
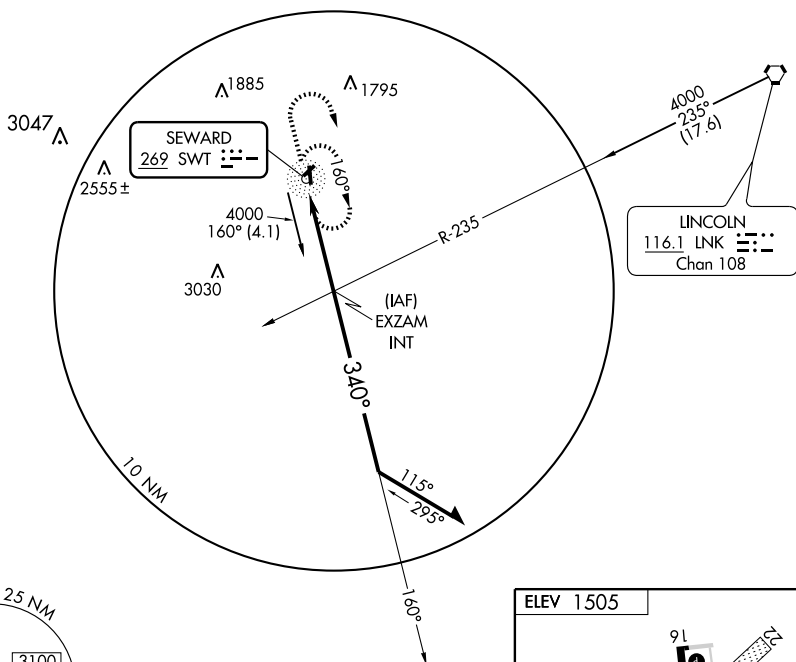
NDB RWY 34  
SEWARD MUNI (SWT)

**ANA** Use Lincoln altimeter setting.

**MISSED APPROACH:** Climb to 2500 then climbing right turn to 4000 direct SWT NDB and hold.

LINCOLN APP CON ★  
124.0 270.3

UNICOM  
122.8 (CTAF) **L**



\* EXZAM

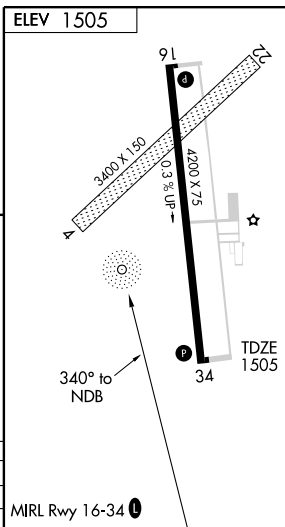
Remain  
within 10 NM

NDB

2300

\* Maintain 4000 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
S-34	2000-1	495 (500-1)	NA	
CIRCLING	2020-1	515 (600-1)	NA	



SEWARD, NEBRASKA

Orig-A 29JUL10

SEWARD MUNI (SWT)  
NDB RWY 34

40°52'N - 97°07'W

NC-2. 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>56507</b> <b>W16A</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>4200</b> <b>1505</b> <b>1506</b>
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# RNAV (GPS) RWY 16

SEWARD MUNI (SWT)

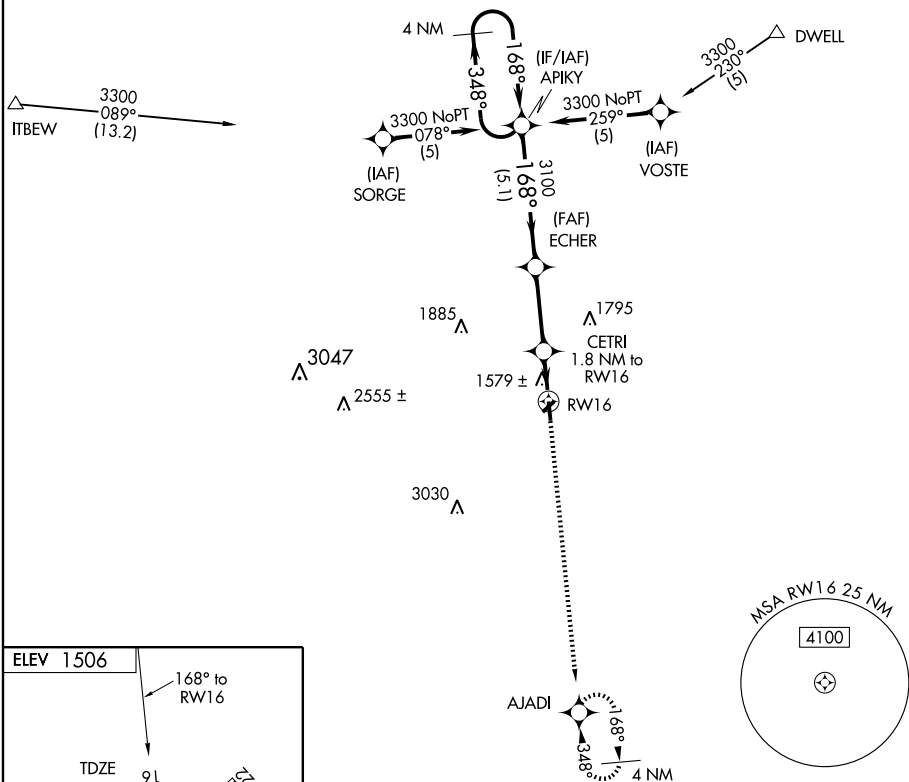


Baro-VNAV NA. DME/DME RNP-0.3 NA.  
Use Lincoln altimeter setting.

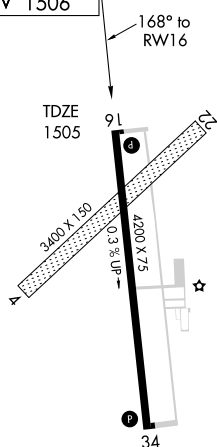
MISSED APPROACH: Climb to 3300 direct AJADI  
and hold.

LINCOLN APP CON★  
**124.0 270.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1506



MIRL Rwy 16-34 0

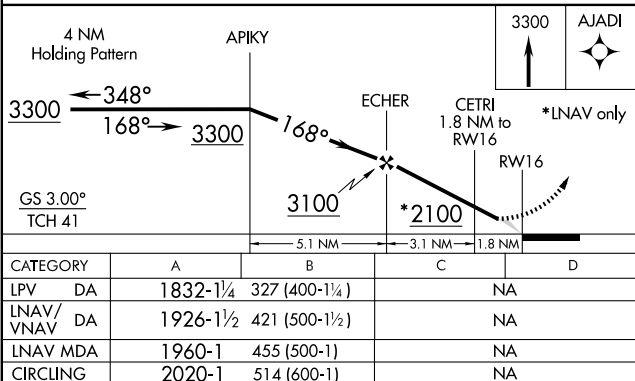
SEWARD, NEBRASKA

Orig 08213

40°52'N-97°07'W

# RNAV (GPS) RWY 16

SEWARD MUNI (SWT)



WAAS CH <b>82407</b> <b>W34A</b>	APP CRS <b>348°</b>	Rwy Idg TDZE Apt Elev <b>1506</b>	<b>4200</b> <b>1506</b>
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# RNAV (GPS) RWY 34

SEWARD MUNI (SWT)

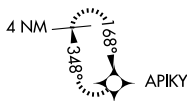
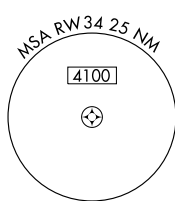


Baro-VNAV NA. DME/DME RNP-0.3NA.  
Visibility reduction by helicopters NA  
Use Lincoln altimeter setting.

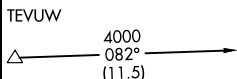
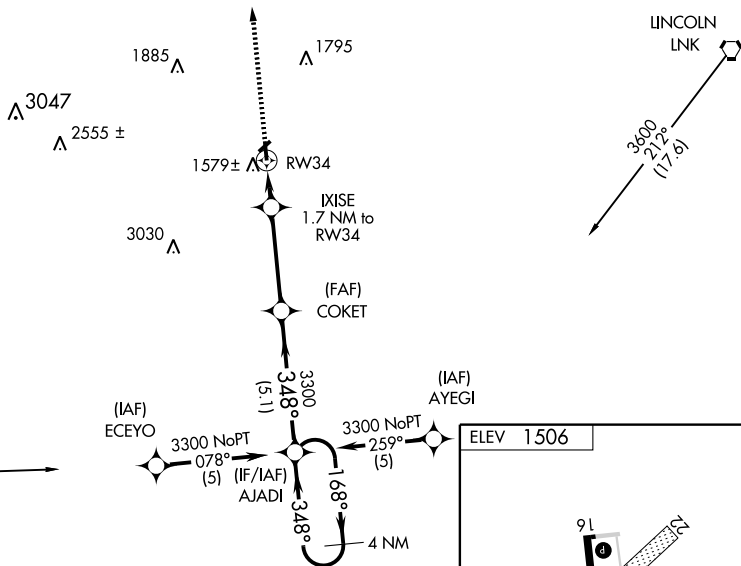
MISSED APPROACH: Climb to 3300 direct APIKY  
and hold.

LINCOLN APP CON ★  
**124.0 270.3**

UNICOM  
**122.8** (CTAF) **0**



Procedure NA for arrivals on LNK VORTAC airway radials  
190 CW 258 and arrivals at TEVUW via V61 west bound.



\*LNAV only

IXISE  
1.7 NM to  
RW34

COKET

AJADI

4 NM  
Holding Pattern

168° → 3300

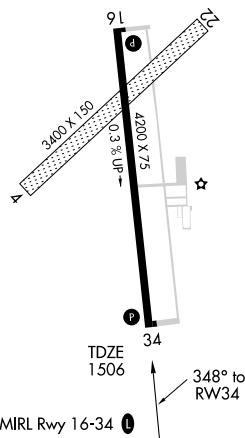
← 348° 3300

GS 3.00°  
TCH 41

1.7 NM 3.7 NM 5.1 NM

CATEGORY	A	B	C	D
LPV DA	1833-1¼	327 (400-1¼)		NA
LNAV/VNAV DA	1926-1½	420 (500-1½)		NA
LNAV MDA	1960-1	454 (500-1)		NA
CIRCLING	2020-1	514 (600-1)		NA

ELEV 1506



**SEWARD MUNI** (SWT) 3 S UTC-6(-5DT) N40°51.88' W97°06.55'

1506 B S4 FUEL 100LL, JET A NOTAM FILE OLU

RWY 16-34: H4200X75 (CONC) S-30, D-45, 2D-90 MIRL 0.3% up SE

RWY 16: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 34: PAPI(P2L)—GA 3.0° TCH 41'. Road.

RWY 04-22: 3400X150 (TURF)

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. ACTIVATE MIRL

Rwy 16-34; PAPI Rwy 16 and Rwy 34; windsock—CTAF.

NOTE: See Special Notices Section—Aerobatic Practice Areas.

COMMUNICATIONS: CTAF/UNICOM 122.8

LINCOLN RCO 122.65 (COLUMBUS RADIO)

⑧ LINCOLN APP/DEP CON 124.0 (1130-0600Z±)

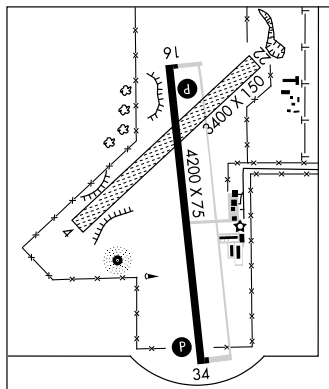
⑧ MINNEAPOLIS CENTER APP/DEP CON 128.75 (0600-1130Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'  
W96°44.52' 249° 17.1 NM to fld. 1370/9E.

NDB (MHW) 269 SWT N40°51.68' W97°06.72' at fld.

NOTAM FILE OLU.



OMAHA

L-101

IAP

**SIDNEY MUNI/LLOYD W CARR FLD** (SNY) 3 S UTC-7(-6DT) N41°06.99' W102°59.10'

4313 B S3 FUEL 100LL, JET A NOTAM FILE SNY

RWY 13-31: H6600X100 (CONC) S-32, D-52, 2D-96 HIRL 0.5% up NW

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 44'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 47'.

RWY 03-21: 4700X75 (TURF) 0.3% up SW

RWY 03: P-line. RWY 21: Hill.

AIRPORT REMARKS: Attended 1500-0100Z±. After hrs call

308-254-3379 or 970-217-1778. ACTIVATE HIRL Rwy 13-31,

and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 125.775 (308) 254-3525.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 122.1R 115.9T (COLUMBUS RADIO)

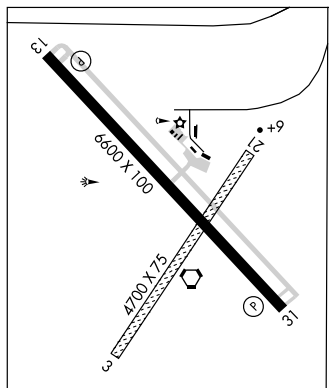
DENVER CENTER APP/DEP CON 118.475

AIRSPACE: CLASS E svc 1200-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.

(H) VORTAC 115.9 SNY Chan 106 N41°05.80'

W102°58.98' at fld. 4300/13E. HIWAS.



CHEYENNE

H-5A, L-106, 12G

IAP

**SO SIOUX CITY****MARTIN FLD** (7K8) 3 SW UTC-6(-5DT) N42°27.25' W96°28.35'

1100 B S4 FUEL 100LL NOTAM FILE OLU

RWY 14-32: H3323X50 (ASPH) S-12.5 MIRL (NSTD)

RWY 14: Berm. Rgt tfc. RWY 32: Thld displcd 650'. Trees.

AIRPORT REMARKS: Attended 1400Z±-dusk. For attendant after hours, call 402-494-3667 or 712-258-6722. Rwy

14-32 edge lghts are approximately 75' fm centerline at approximately 400' spacing; 30 watts. For arpt bcn, call arpt manager on 402-494-3667. ACTIVATE MIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 306° 9.3 NM to fld. 1087/9E.

HIWAS.

TOMMI NDB (MHW/LOM) 305 OI N42°27.61' W96°27.73' at fld. Unmonitored.

OMAHA

L-121

**STUART-ATKINSON MUNI** (See ATKINSON)



WAAS CH <b>82303</b> <b>W13A</b>	APP CRS <b>124°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>4313</b> <b>4313</b>
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# RNAV (GPS) RWY 13

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

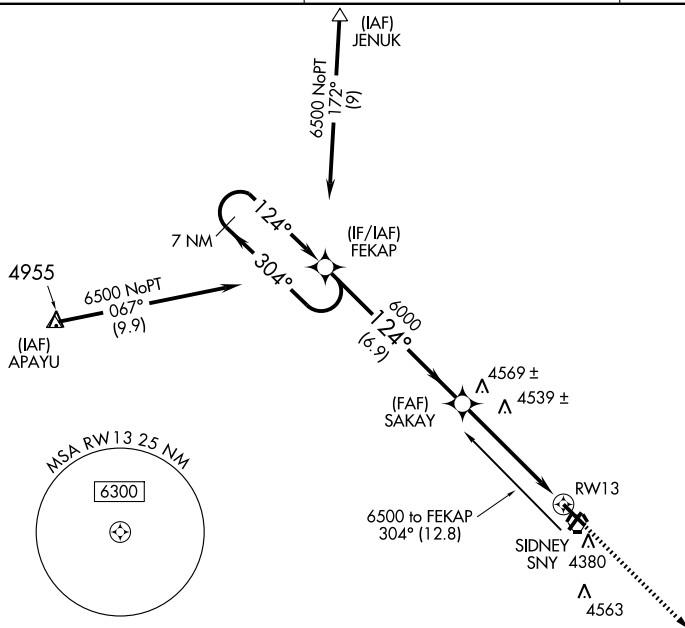
▼ When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, and increase LPV all Cats visibility  $\frac{3}{4}$  mile, LNAV Cats C and D visibility  $\frac{1}{2}$  mile and circling Cats C and D visibility  $\frac{1}{4}$  mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct GIGDE and hold.

ASOS  
**125.775**

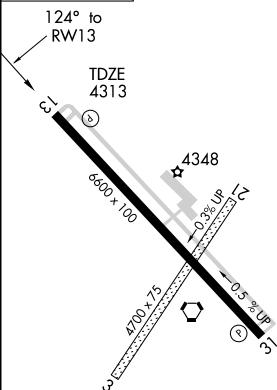
DENVER CENTER  
**118.475 225.4**

UNICOM  
**122.8 (CTAF) 0**



ELEV **4313**

Procedure NA for arrivals at SNY VORTAC via V138 eastbound.



REIL Rwy 13 and 31 **0**  
HIRL Rwy 13-31 **0**

7 NM Holding Pattern				
<div> <div>6500</div> <div>304°</div> <div>124°</div> <div>6000</div> <div>124°</div> <div>6000</div> <div>6.9 NM</div> <div>3.7 NM</div> <div>1.4 NM</div> <div>RWY 13</div> </div>				
<div> <div>GS 3.00°</div> <div>TCH 44</div> </div>				
CATEGORY	A	B	C	D
LPV DA	4563- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			
LNAV MDA	4800-1	487 (500-1)	4800-1 $\frac{1}{4}$ 487 (500-1 $\frac{1}{4}$ )	4800-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$ )
CIRCLING	4800-1	487 (500-1)	4800-1 $\frac{1}{2}$ 487 (500-1 $\frac{1}{2}$ )	4880-2 567 (600-2)

WAAS CH <b>86303</b> <b>W31A</b>	APP CRS <b>304°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>4290</b> <b>4313</b>
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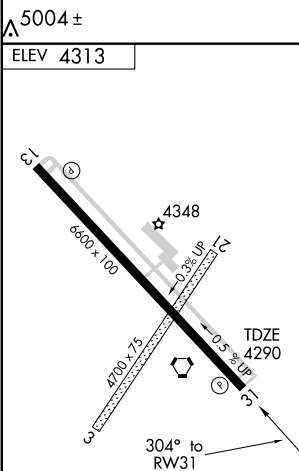
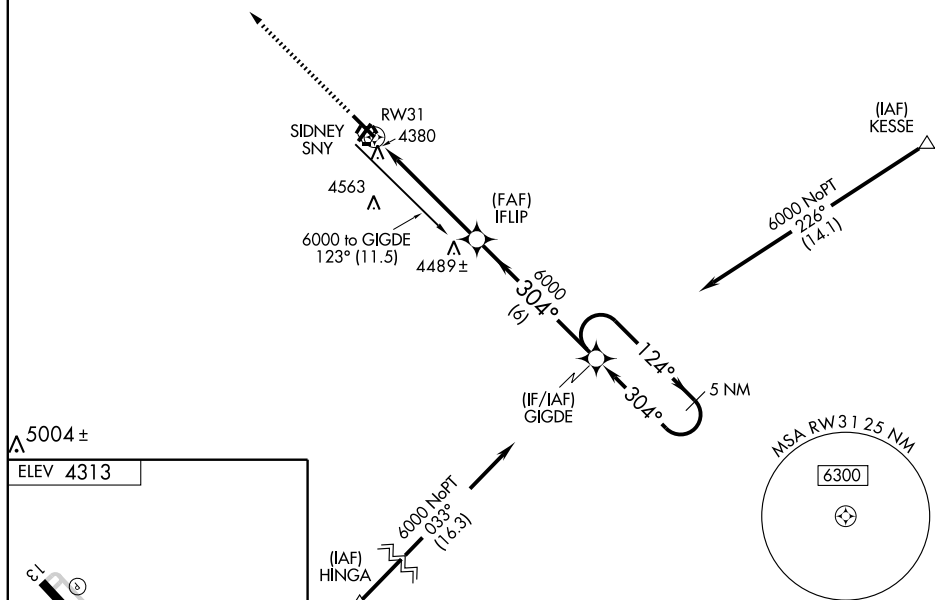
## RNAV (GPS) RWY 31

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

- T** When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, increase LPV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, circling Cats C and D ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500  
direct FEKAP and hold.

ASOS <b>125.775</b>	DENVER CENTER <b>118,475 225.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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[illegible]

SIDNEY, NEBRASKA

Amdt 2 08213

41° 06' N-102° 59' W

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

## RNAV (GPS) RWY 31

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

VORTAC SNY <b>115.9</b> Chan <b>106</b>	APP CRS <b>130°</b>	Rwy Idg <b>6600</b> TDZE <b>4313</b> Apt Elev <b>4313</b>
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VOR/DME or TACAN RWY 13

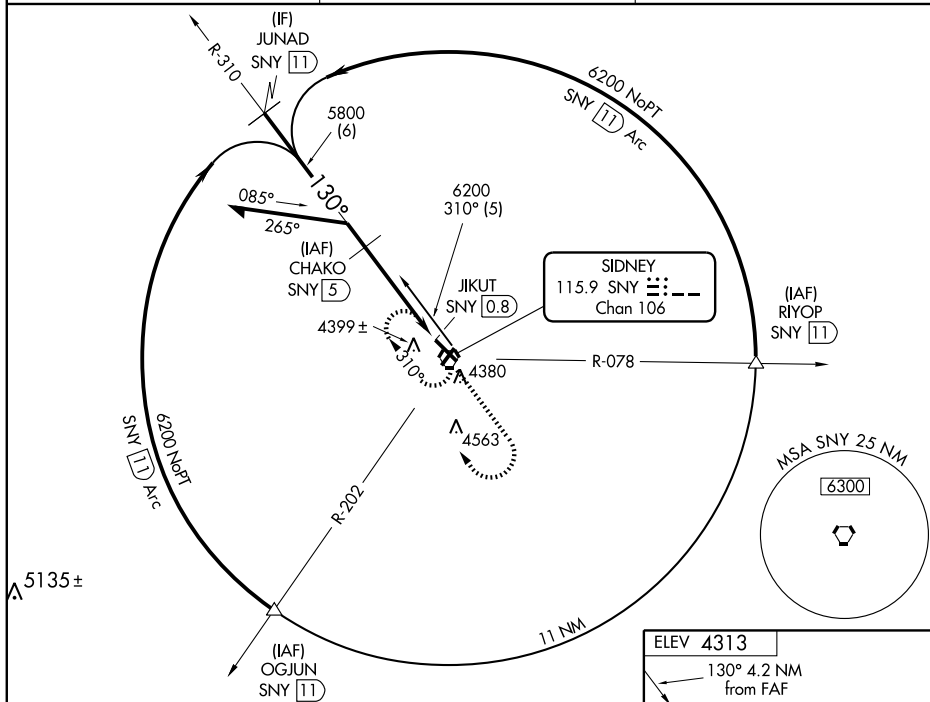
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

- T** When local altimeter setting not received, use Kimball  
altimeter setting and increase all MDA 160 feet and S-13  
**A** Cats C and D visibility  $\frac{1}{2}$  mile, circling Cats C and D  
visibility  $\frac{1}{4}$  mile. VDP NA when using Kimball altimeter setting.

**MISSED APPROACH:** Climb to 6200 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climb to 5000 then climbing left turn to 6000 via heading 065 and SNY R-078 to RIYOP/11 DME and hold East, right turn, 258° inbound.)

ASOS  
**125.775**

DENVER CENTER  
118,475 225.4

UNICOM  
122.8 (CTAF) **L**

NC-2: 21 OCT 2010 to 18 NOV 2010

Remain  
within 10 NM

CHAKO  
SNY 5

6200

SNY



115.9

6200

!

1

VORTAC

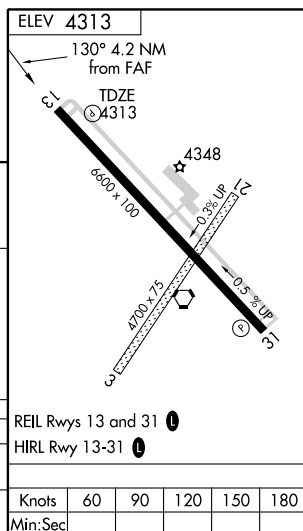
—

JIKUT

0.8)

VGS1 and descent angles not coincident.

CATEGORY	A	B	C	D
S-13	4700-1 387 (400-1)			4700-1¼ 387 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)



SIDNEY, NEBRASKA  
Amdt 5 08213

41° 06' N-102° 59' W

SIDNEY MUNI/HLOYD W. CARR FIELD (SNY)

VOR/DME or TACAN RWY 13

VORTAC SNY  
**115.9**  
 Chan **106**

APP CRS  
**293°**

Rwy Idg  
 TDZE  
 Apt Elev  
**6600**  
**4290**  
**4313**

# VOR/DME or TACAN RWY 31

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

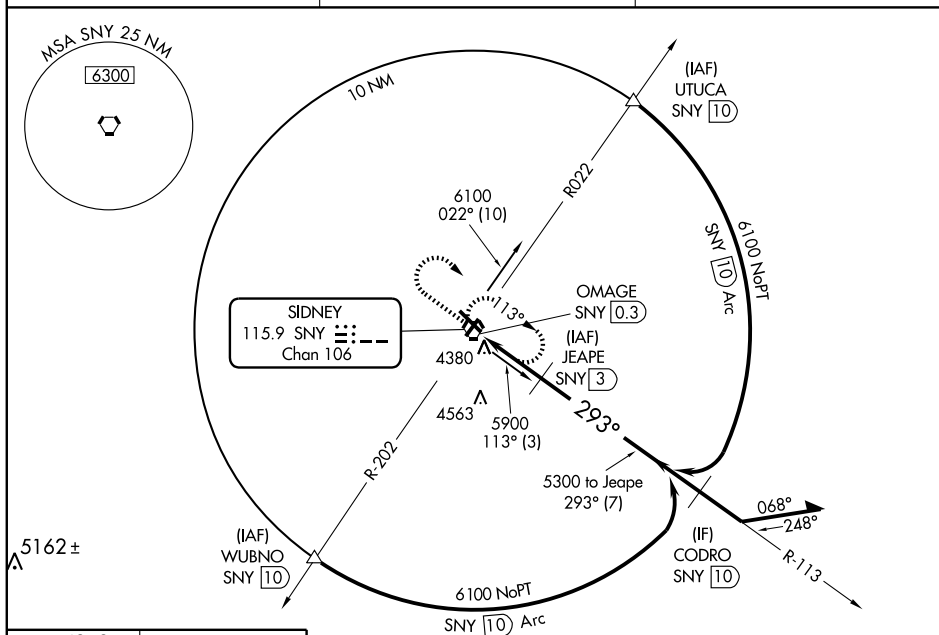
▼ When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-31 Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climbing right turn to 7000 via SNY R-322 to JENUK/20 DME and hold Northwest, right turn, 142° inbound.)

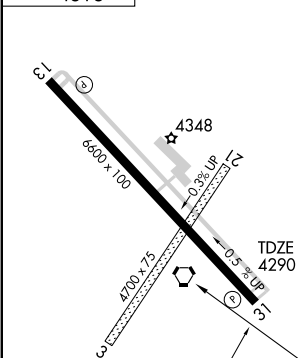
ASOS  
**125.775**

DENVER CENTER  
**118,475 225.4**

UNICOM  
**122.8 (CTAF) 0**



ELEV **4313**



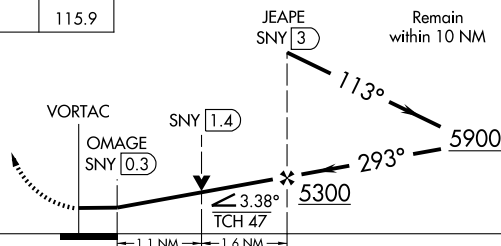
6100



SNY

115.9

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

VORTAC SNY <b>115.9</b> Chan <b>106</b>	APP CRS <b>130°</b>	Rwy Idg <b>6600</b> TDZE <b>4313</b> Apt Elev <b>4313</b>
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VOR RWY 13

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

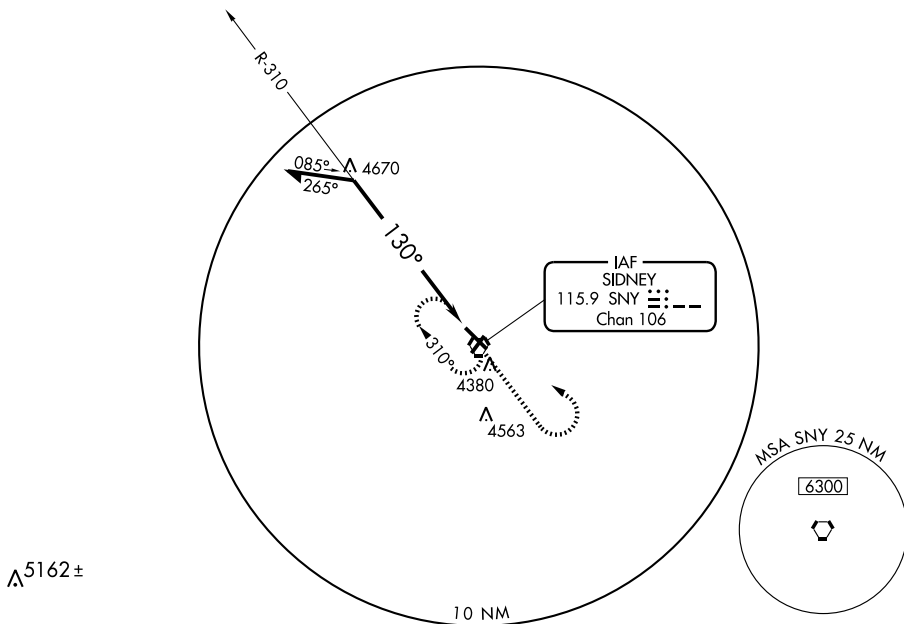
**T** When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-13 and circling Cat B visibility  $\frac{1}{4}$  mile, Cats C and D visibility  $\frac{3}{4}$  mile. VDP NA when using Kimball altimeter setting.

**MISSED APPROACH:** Climb to 6100 then left turn direct SNY VORTAC and hold.

ASOS  
**125.775**

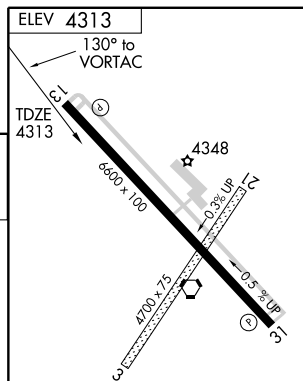
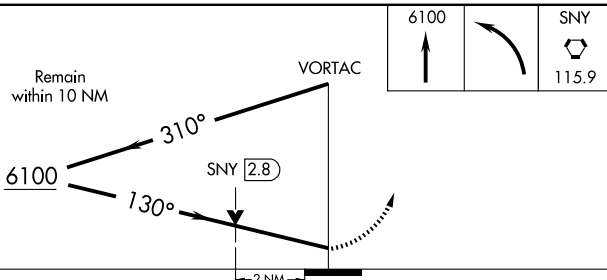
DENVER CENTER  
118.475 225.4

UNICOM  
122.8 (CTAF) **L**



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-13	4980-1 667 (700-1)		4980-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$ )	4980-2 667 (700-2)
CIRCLING	4980-1 667 (700-1)		4980-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$ )	4980-2 667 (700-2)

REIL Rwy 13 and 31 **L**  
HIRL Rwy 13-31 **L**

Knots	60	90	120	150	180
Min:Sec					

VORTAC SNY <b>115.9</b> Chan <b>106</b>	APP CRS <b>293°</b>	Rwy Idg <b>6600</b> TDZE <b>4290</b> Apt Elev <b>4313</b>
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VOR RWY 31

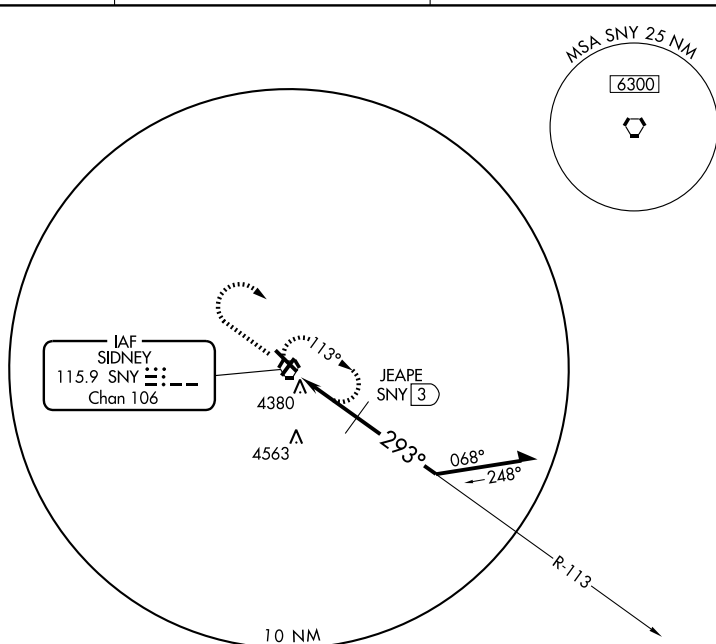
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

**T** When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet, increase all Cat B visibility  $\frac{1}{4}$  mile and all Cat C and D visibility  $\frac{1}{2}$  mile. VDP NA when using Kimball altimeter setting.

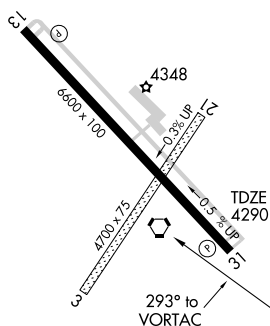
**MISSED APPROACH:** Climb to 6100 then right turn direct SNY VORTAC and hold.

ASOS  
125,775

DENVER CENTER  
118.475 225.4

UNICOM  
122.8 (CTAF) **L** $5177 \pm$ 

ELEV 4313

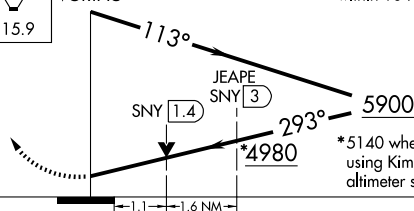
REIL Rwys 13 and 31 **L**HIRL Rwy 13-31 **L**

6100  
↑

SNY  
  
115.9

VORTAC

Remain  
within 10 NM



\*5140 when using Kimbal altimeter setting.

CATEGORY	A	B	C	D
S-31	4980-1	690 (700-1)	4980-2 690 (700-2)	4980-2¼ 690 (700-2¼)
CIRCLING	4980-1	667 (700-1)	4980-2 667 (700-2)	4980-2¼ 667 (700-2¼)
JEAPE FIX MINIMUMS				
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4700-1 387 (400-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

SIDNEY, NEBRASKA

Amdt 8 17DEC09

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

41°06' N-102°59' W

VOR RWY 31

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2. 21 OCT 2010 to 18 NOV 2010

**SUPERIOR MUNI** (12K) 2 N UTC-6(-5DT) N40°02.78' W98°03.61'

1691 B FUEL 100LL TPA-2491(800) NOTAM FILE OLU

RWY 14-32: H3702X60 (ASPH-CONC) LIRL 1.1% up NW

RWY 18-36: 3000X200 (TURF) 0.3% up S

RWY 18: Tree. RWY 36: Tank.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. For attendant after hours call 402-879-5262 or 402-879-5852. Twy lights OTS indef. ACTIVATE LIRL Rwy 14-32-CTAF.

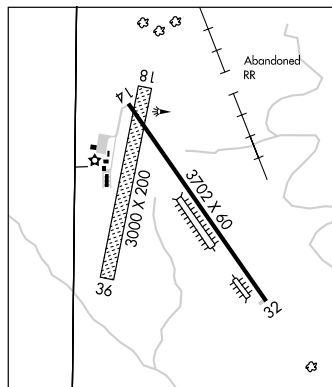
**COMMUNICATIONS:** CTAF/UNICOM 123.0

MINNEAPOLIS CENTER APP/DEP CON 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38'

W98°15.60' 023° 17.1 NM to fld. 1880/10E.

**OMAHA**  
**L-101**  
**IAP**
**TECUMSEH MUNI** (ØG3) 2 NE UTC-6(-5DT) N40°24.06' W96°10.23'

1306 B FUEL 100LL TPA-2106(800) NOTAM FILE OLU

RWY 15-33: H3500X75 (CONC) S-6 MIRL

RWY 15: Trees.

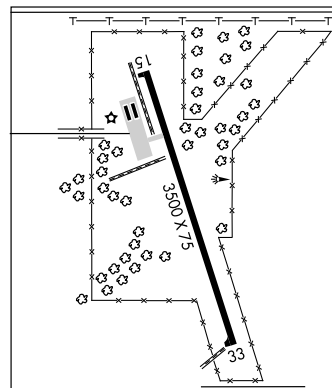
**AIRPORT REMARKS:** Unattended. For fuel call 402-335-3303. ACTIVATE

MIRL Rwy 15-33-CTAF.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02'

W96°12.38' 003° 12.1 NM to fld. 1360/5E. HIWAS.

**OMAHA**  
**L-101**


VORTAC TKO  
**109.8**  
Chan **35**

APP CRS  
**022°**

Rwy Idg  
TDZE  
Apt Elev

**N/A**  
**N/A**  
**1691**

**VOR/DME or GPS-A**  
SUPERIOR MUNI (12K)



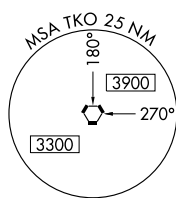
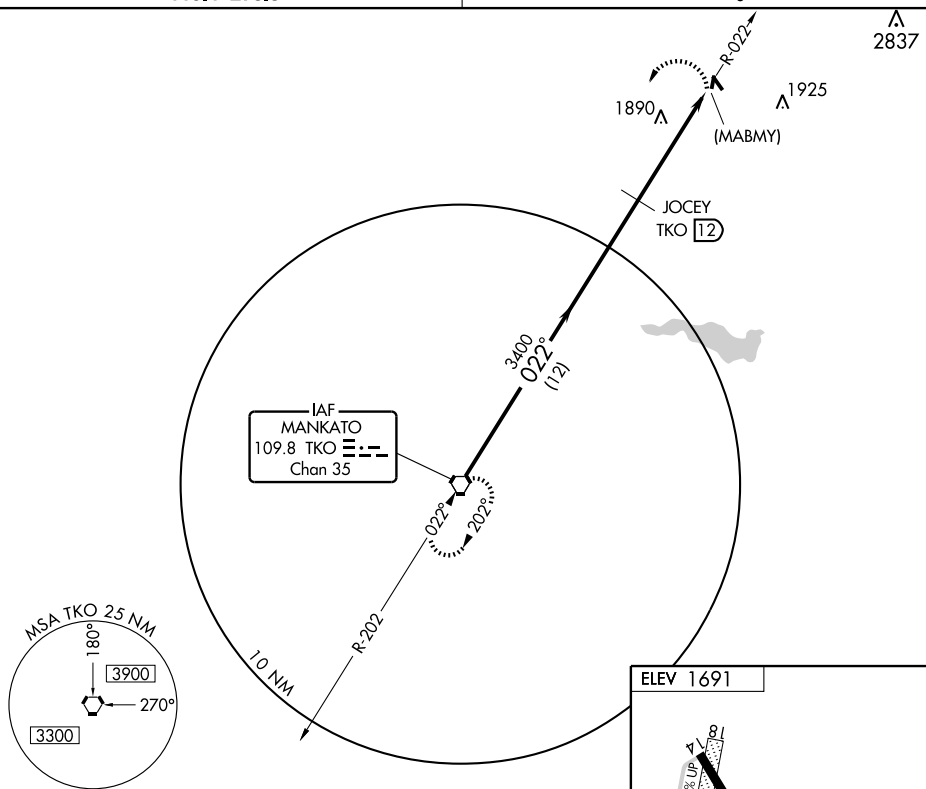
Use Hastings altimeter setting; if not received, use  
Grand Island altimeter setting.



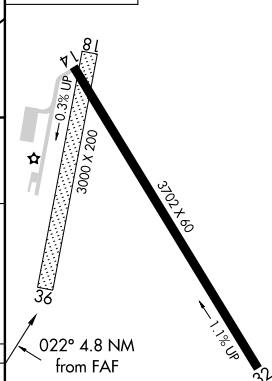
MISSED APPROACH: Climbing left turn to 3400 direct TKO  
VORTAC and hold.

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**123.0 (CTAF) 0**



ELEV 1691



LIRL Rwy 14-32 0

VORTAC				
3400				
022°				
Procedure Turn NA				
JOCEY TKO 12				
3400				
(MABMY) TKO 16.8				
12 NM				
4.8 NM				
CATEGORY	A	B	C	D
CIRCLING	2360-1	669 (700-1)	2360-1 3/4	NA
			669 (700-1 3/4)	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
CIRCLING	2400-1	709 (800-1)	2400-2	NA
			709 (800-2)	

Knots	60	90	120	150	180
Min:Sec					



**TEKAMAH MUNI** (TQE) 2 SE UTC-6(-5DT) N41°45.81' W96°10.68'  
 1027 B S4 FUEL 100LL, JET A TPA-2027(1000) NOTAM FILE TQE  
 RWY 14-32: H4000X75 (CONC) S-30, D-45 MIRL

RWY 14: Road. RWY 32: REIL. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. 100LL fuel avbl  
 24 hrs. Self svc. For attendant call 402-374-2505/1755.  
 Airframe and Powerplant repairs-402-374-1700. ACTIVATE REIL  
 Rwy 32-CTAF.

**WEATHER DATA SOURCES:** ASOS 127.275 (402) 374-2853.

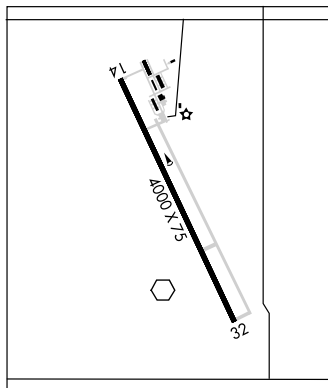
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ OMAHA APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'  
 W96°19.42' 160° 35.4 NM to fld. 1087/9E. HIWAS.

(T) VORW 108.4 TQE N41°45.58' W96°10.71' at fld.  
 1027/7E. NOTAM FILE TQE.  
 VOR unusable 260°-280° byd 15 NM below 4000'.



**THE O'NEILL MUNI-JOHN L BAKER FLD** (See O'NEILL)

**THEDFORD** N41°58.90' W100°43.14' NOTAM FILE TIF.  
 (L) VORW/DME 108.6 TDD Chan 23 091° 6.8 NM to Thomas Co. 3175/9E. VOR unmonitored.  
 RCO 122.4 (COLUMBUS RADIO).

OMAHA  
 L-12G

## THEDFORD

**THOMAS CO** (TIF) 1 S UTC-6(-5DT) N41°57.76' W100°34.22'

2925 B FUEL 100LL NOTAM FILE TIF Not insp.

RWY 11-29: H4400X60 (ASPH) MIRL 0.3% up NW

**AIRPORT REMARKS:** Unattended.

**WEATHER DATA SOURCES:** AWOS-3 120.825 (308) 645-0488.

**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TIF.

THEDFORD (L) VORW/DME 108.6 TDD Chan 23 N41°58.90' W100°43.14' 091° 6.8 NM to fld.  
 3175/9E. VOR unmonitored.

OMAHA  
 L-12G  
 IAP

**THOMAS CO** (See THEDFORD)

**TOMMI** N42°27.61' W96°27.73' NOTAM FILE SUX.  
 NDB (MHW/LOM) 305 OI at Martin Fld. Unmonitored.

OMAHA  
 L-12I

**TRENTON MUNI** (9V2) 1 NW UTC-7(-6DT) N40°11.25' W101°01.53'

2796 B TPA-3796(1000) NOTAM FILE OLU

RWY 14-32: 2360X280 (TURF) MIRL

RWY 14: Road.

RWY 01-19: 2260X300 (TURF)

RWY 01: Trees. RWY 19: Road.

**AIRPORT REMARKS:** Unattended. Rwy 01-19 rough. Rwy 01-19 edges marked with orange cones and thlds marked with panels.

**COMMUNICATIONS:** CTAF 122.9

CHEYENNE

APP CRS <b>146°</b>	Rwy Idg <b>4000</b>
	TDZE <b>1027</b>
	Apt Elev <b>1027</b>

# RNAV (GPS) RWY 14

TEKAMAH MUNI (TQE)

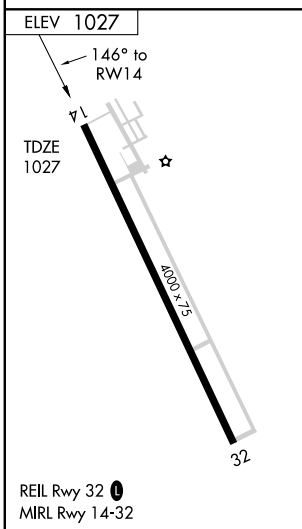
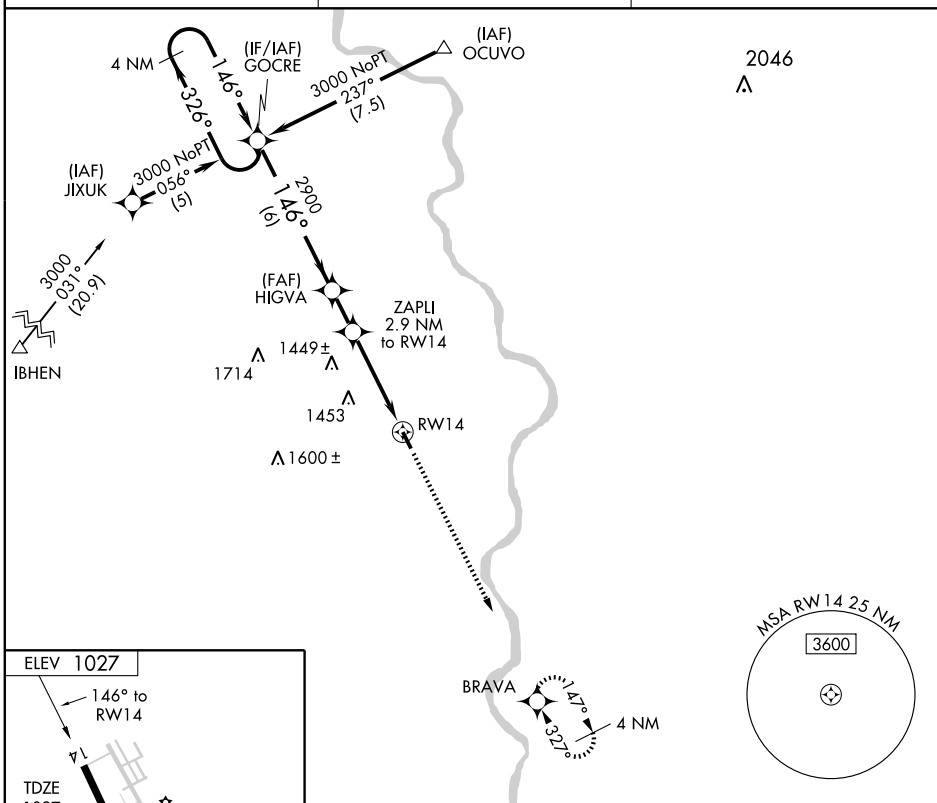
**V** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile. VDP NA with Fremont altimeter setting.

MISSED APPROACH: Climb to 3000 direct BRAVA and hold.

ASOS  
**127.275**

OMAHA APP CON  
**124.5 263.0**

UNICOM  
**123.0 (CTAF) 0**



4 NM Holding Pattern			GOCRE	HIGVA	ZAPLI 2.9 NM to RW14	3000	BRAVA
3000			146°	2900	3.05° TCH 40	1.5 NM to RW14	
			6 NM	2.8 NM	1.4	1.5	
					RW14		
CATEGORY	A	B	C	D			
LNAV MDA	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA			
CIRCLING	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA			

APP CRS  
**327°**

Rwy Idg **4000**  
TDZE **1026**  
Apt Elev **1027**

# RNAV (GPS) RWY 32

TEKAMAH MUNI (TQE)

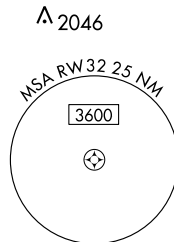
**▽** DME/DME RNP-0.3 NA. VDP NA with Fremont altimeter setting.  
**⚠** When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet, and LNAV Cat C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 3000  
direct GOCRE and hold.

ASOS  
**127.275**

OMAHA APP CON  
**124.5 263.0**

UNICOM  
**123.0 (CTAF) 0**



1714 **△**

1453 **△**

1600 ± **△**

1129 ± **△** RW32

OTEKE  
3 NM to  
RW32

(FAF)  
ANISY

3000  
NoPT  
(5.1)

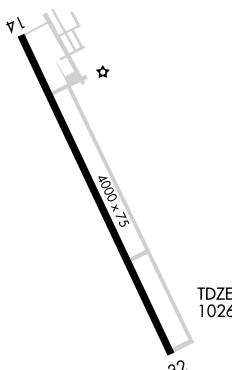
(IAF)  
HOKRU

(IF/IAF)  
BRAVA

3000 NoPT  
(5.3)

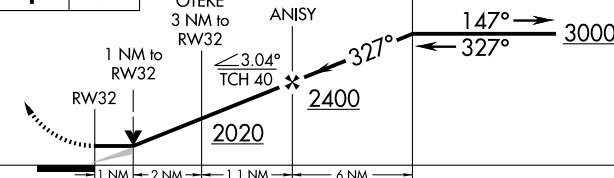
(IAF)  
FENBE

ELEV 1027



REIL Rwy 32 **0**  
MIRL Rwy 14-32

327° to  
RW32



CATEGORY	A	B	C	D
LNAV MDA	1380-1 354 (400-1)			
CIRCLING	1460-1 433 (500-1)	1480-1 453 (500-1)	1480-1½ 453 (500-1½)	NA

VOR TQE  
**108.4**

APP CRS  
**315°**

Rwy Idg **4000**  
TDZE **1026**  
Apt Elev **1027**

**VOR RWY 32**  
TEKAMAH MUNI (TQE)

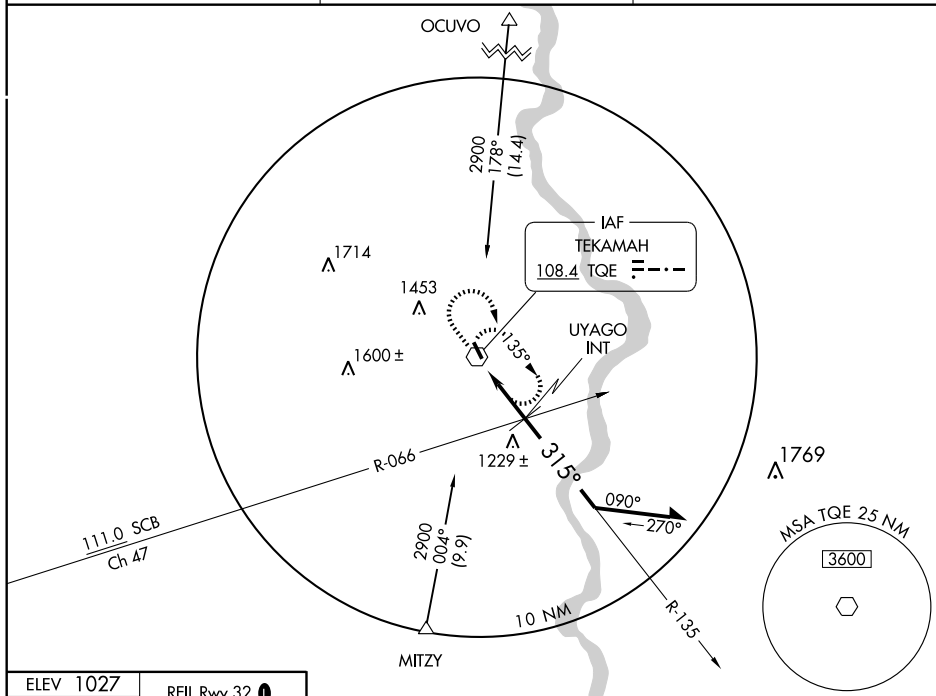
**▼** When local altimeter setting not received, use Fremont  
altimeter setting and increase UYAGO fix minimums  
**▲** MDAs 100 feet, and S-32 Cat C ¼ mile.

MISSED APPROACH: Climb to 2900  
then right turn direct TQE VOR and hold.

ASOS  
**127.275**

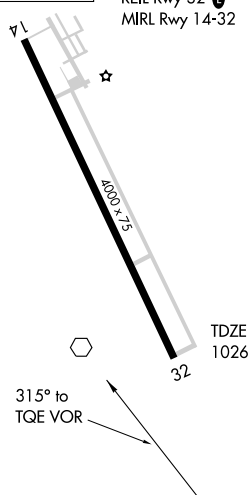
OMAHA APP CON  
**124.5 263.0**

UNICOM  
**123.0 (CTAF) 0**



ELEV 1027

REIL Rwy 32  
MIRL Rwy 14-32



2900	TQE VOR	VOR	135°	UYAGO INT	315°	2900	1840	2.78°	TCH 40	2.8 NM	Remain within 10 NM
CATEGORY	A	B	C	D	UYAGO FIX MINIMUMS						
S-32	1840-1 814 (900-1)	1840-1½ 814 (900-1½)	1840-2½ 814 (900-1½)	NA							
CIRCLING	1840-1 813 (900-1)	1840-1½ 813 (900-1½)	1840-2½ 813 (900-1½)	NA							
CATEGORY	A	B	C	D							
S-32	1480-1	454 (500-1)	1480-1½ 454 (500-1½)	NA							
CIRCLING	1480-1	453 (500-1)	1480-1½ 453 (500-1½)	NA							

**TEKAMAH MUNI** (TQE) 2 SE UTC-6(-5DT) N41°45.81' W96°10.68'  
 1027 B S4 FUEL 100LL, JET A TPA-2027(1000) NOTAM FILE TQE  
 RWY 14-32: H4000X75 (CONC) S-30, D-45 MIRL  
 RWY 14: Road. RWY 32: REIL. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. 100LL fuel avbl  
 24 hrs. Self svc. For attendant call 402-374-2505/1755.  
 Airframe and Powerplant repairs-402-374-1700. ACTIVATE REIL  
 Rwy 32-CTAF.

**WEATHER DATA SOURCES:** ASOS 127.275 (402) 374-2853.

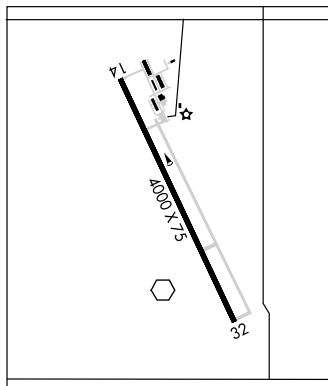
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ OMAHA APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'  
 W96°19.42' 160° 35.4 NM to fld. 1087/9E. HIWAS.

(T) VORW 108.4 TQE N41°45.58' W96°10.71' at fld.  
 1027/7E. NOTAM FILE TQE.  
 VOR unusable 260°-280° byd 15 NM below 4000'.



**THE O'NEILL MUNI-JOHN L BAKER FLD** (See O'NEILL)

**THEDFORD** N41°58.90' W100°43.14' NOTAM FILE TIF.  
 (L) VORW/DME 108.6 TDD Chan 23 091° 6.8 NM to Thomas Co. 3175/9E. VOR unmonitored.  
 RCO 122.4 (COLUMBUS RADIO).

OMAHA  
 L-12G

## THEDFORD

**THOMAS CO** (TIF) 1 S UTC-6(-5DT) N41°57.76' W100°34.22'  
 2925 B FUEL 100LL NOTAM FILE TIF Not insp.

RWY 11-29: H4400X60 (ASPH) MIRL 0.3% up NW

**AIRPORT REMARKS:** Unattended.

**WEATHER DATA SOURCES:** AWOS-3 120.825 (308) 645-0488.

**COMMUNICATIONS:** CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TIF.

THEDFORD (L) VORW/DME 108.6 TDD Chan 23 N41°58.90' W100°43.14' 091° 6.8 NM to fld.  
 3175/9E. VOR unmonitored.

OMAHA  
 L-12G  
 IAP

**THOMAS CO** (See THEDFORD)

**TOMMI** N42°27.61' W96°27.73' NOTAM FILE SUX.  
 NDB (MHW/LOM) 305 OI at Martin Fld. Unmonitored.

OMAHA  
 L-12I

**TRENTON MUNI** (9V2) 1 NW UTC-7(-6DT) N40°11.25' W101°01.53'

2796 B TPA-3796(1000) NOTAM FILE OLU

RWY 14-32: 2360X280 (TURF) MIRL

RWY 14: Road.

RWY 01-19: 2260X300 (TURF)

RWY 01: Trees. RWY 19: Road.

**AIRPORT REMARKS:** Unattended. Rwy 01-19 rough. Rwy 01-19 edges marked with orange cones and thlds marked with panels.

**COMMUNICATIONS:** CTAF 122.9

CHEYENNE

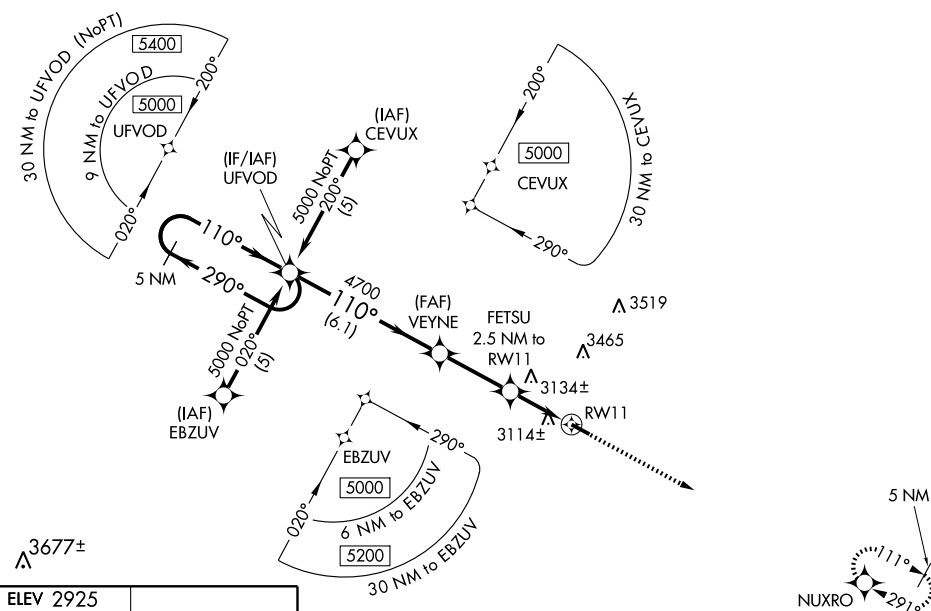
WAAS CH <b>69218</b> <b>W11A</b>	APP CRS <b>110°</b>	Rwy Idg <b>4400</b> TDZE <b>2925</b> Apt Elev <b>2925</b>
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RNAV (GPS) RWY 11  
THEDFORD/ THOMAS COUNTY (TIF)

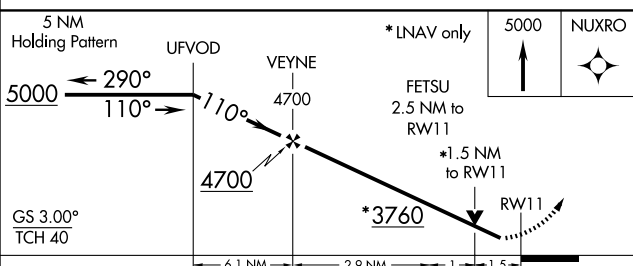
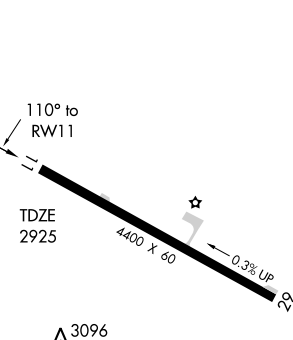
**T** Baro-VNAV NA when using North Platte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use North Platte altimeter setting and increase all DA 137 feet and all MDA 140 feet, increase LPV and LNAV/VNAV Cats A and B visibility ½ mile. VDP NA with North Platte altimeter setting.

**MISSED APPROACH:** Climb to 5000 direct NUXRO and hold.

AWOS-3  
120.825

DENVER CENTER  
127.95 338.2CTAF  
122.9

ELEV 2925



CATEGORY	A	B	C	D
LPV DA	3175-1	250 (300-1)	NA	
LNAV/VNAV DA	3490-2	565 (600-2)	NA	
LNAV MDA	3440-1	515 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29

THEDFORD, NEBRASKA  
Amdt 2 29JUL10

41° 58' N-100° 34' W

THEDFORD/ THOMAS COUNTY (TIF)  
RNAV (GPS) RWY 11

NC-2: 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>65718</b> <b>W29A</b>	APP CRS <b>290°</b>	Rwy Idg TDZE Apt Elev	<b>4400</b> <b>2920</b> <b>2925</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 29

THEDFORD/ THOMAS COUNTY (TIF)

- ▼ Baro-VNAV NA when using North Platte altimeter setting. For uncompensated  
 ▲ Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).  
 DME/DME RNP-0.3 NA. When local altimeter setting not received use North Platte altimeter setting and increase all DA 137 feet and all MDA 140 feet; increase LPV and LNAV/VNAV Cats A and B visibility ½ mile. VDP NA with North Platte altimeter setting.

MISSED APPROACH:  
Climb to 5000 direct  
UFVOD and hold.

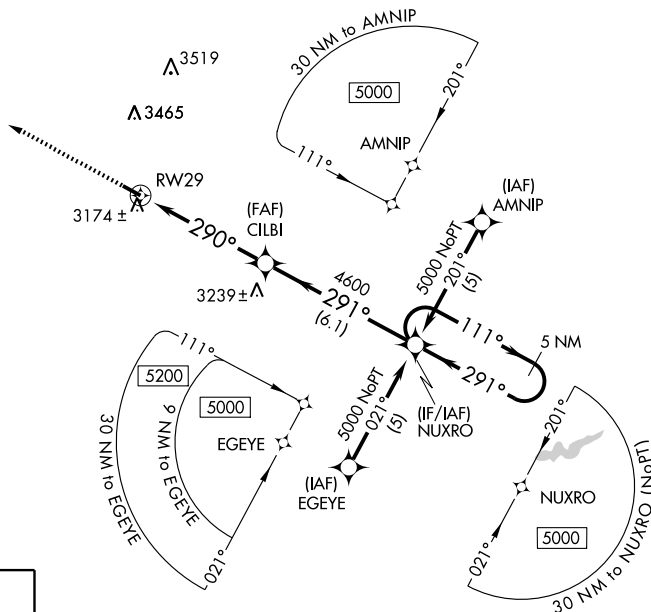
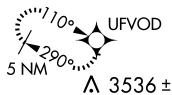
AWOS-3

**120.825**

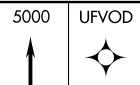
DENVER CENTER

**127.95 338.2**

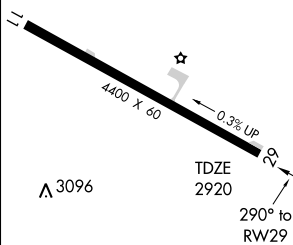
CTAF

**122.9**

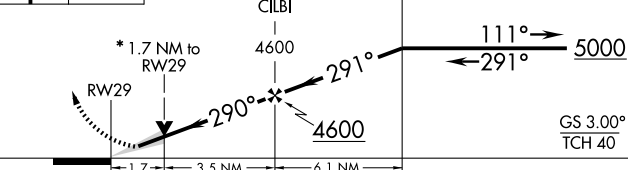
ELEV 2925



\* LNAV only



MIRL Rwy 11-29



CATEGORY	A	B	C	D
LPV DA	3170-1	250 (300-1)	NA	
LNAV/VNAV DA	3444-2	524 (600-2)	NA	
LNAV MDA	3480-1	560 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

VOR/DME TDD  
**108.6**  
Chan **23**

APP CRS  
272°

Rwy Idg	<b>4400</b>
TDZE	<b>2921</b>
Apt Elev	<b>2925</b>

VOR/DME RWY 29  
THEDFORD/ THOMAS COUNTY (TIF)

**T** When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet.

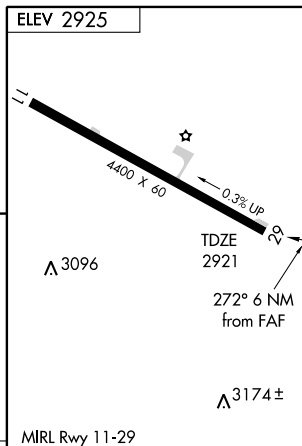
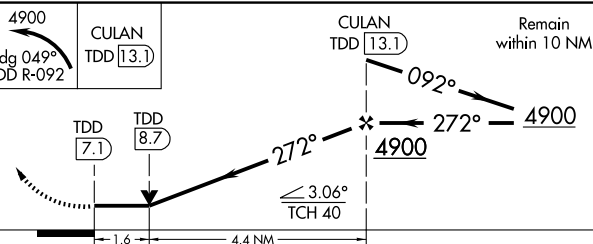
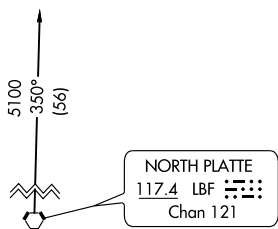
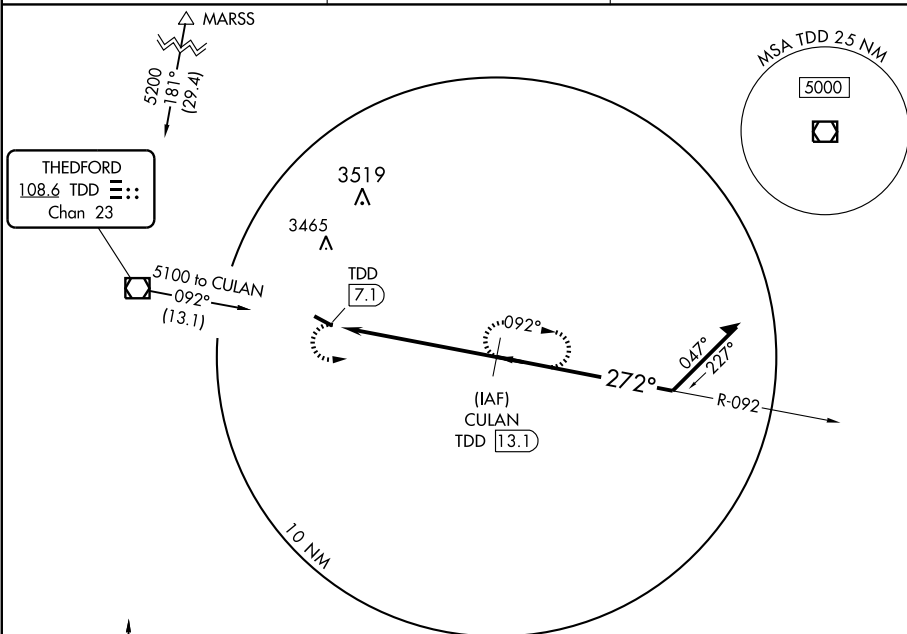
**A** NA VDP NA when using North Platte altimeter setting.

**MISSED APPROACH:** Climbing left turn to 4900 via heading 049° and TDD R-092 to CULAN/TDD 13.1 DME and hold.

AWOS-3  
120.825

DENVER CENTER  
127.95 338.2

CTAF  
122.9



CATEGORY	A	B	C	D						
S-29	3480-1	559 (600-1)	NA		Knots	60	90	120	150	180
CIRCLING	3480-1	555 (600-1)	NA		Min:Sec					

THEDFORD, NEBRASKA

Amdt 1 08269

THEDFORD/ THOMAS COUNTY (TIF)

VOR/DME RWY 29

41° 58' N-100° 34' W

NC-2: 21 OCT 2010 to 18 NOV 2010



VOR/DME TDD

**108.6**Chan **23**

APP CRS

**090°**

Rwy Idg

**4400**

TDZE

**2925**

Apt Elev

**2925****VOR RWY 11**

THEDFORD/ THOMAS COUNTY (TIF')



NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet, increase S-11 Cat B and circling Cat B visibility ¼ mile. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct TDD VOR/DME and hold.

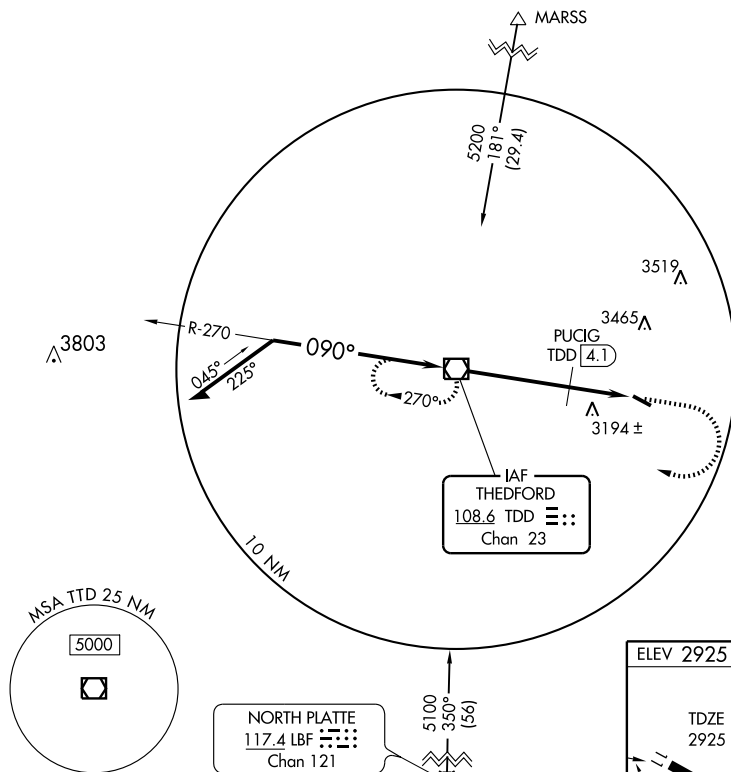
AWOS-3

**120.825**

DENVER CENTER

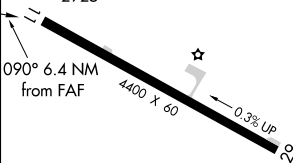
**127.95 338.2**

CTAF

**122.9**

ELEV 2925

TDZE 2925



MIRL Rwy 11-29

MIRL Rwy 11-29

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

Remain within 10 NM

VOR/DME

3.14°

TCH 40

PUCIG TDD (4.1)

TDD (4.8)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

TDD (6.4)

\* 3780 when using North Platte altimeter setting.

CATEGORY	A	B	C	D
S-11	3640-1	715 (800-1)		NA
CIRCLING	3640-1	715 (800-1)		NA
PUCIG FIX MINIMUMS				
S-11	3500-1	575 (600-1)		NA
CIRCLING	3500-1	575 (600-1)		NA

THEDFORD, NEBRASKA

Amdt 2 08269

THEDFORD/ THOMAS COUNTY (TIF')

41° 58' N-100° 34' W

**VOR RWY 11**

## UTICA

**FLYING V** (ØJ9) 2 S UTC-6(-5DT) N40°52.07' W97°21.25'

1585 NOTAM FILE OLU

**RWY 17-35:** H3000X50 (CONC) S-12.5

**RWY 17:** Thld dsplcd 200'. Road.

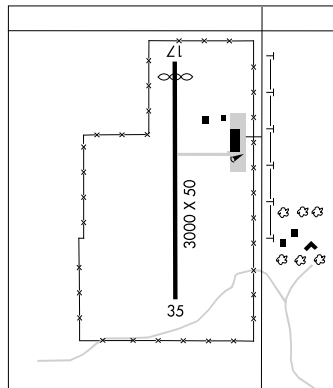
**AIRPORT REMARKS:** Unattended.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

**LINCOLN (H) VORTACW** 116.1 LNK Chan 108 N40°55.43'

W96°44.52' 254° 28.1 NM to fld. 1370/9E.



OMAHA  
L-101

**VALENTINE** N42°51.70' W100°32.98' NOTAM FILE VTN.

**NDB (MHW)** 314 VTN at Miller Fld.

OMAHA  
L-12G

## VALENTINE

**MILLER FLD** (VTN) 1 S UTC-6(-5DT) N42°51.40' W100°32.94'

2596 B S4 **FUEL** 100LL, JET A NOTAM FILE VTN

**RWY 14-32:** H4703X100 (CONC) S-30, D-42.5 MIRL

**RWY 14:** PAPI(P2L)—GA 3.0° TCH 40'.

**RWY 32:** REIL. PAPI(P2L)—GA 3.0° TCH 43'. Fence.

**RWY 03-21:** H3701X60 (ASPH) S-12.5 MIRL 0.3% up S

**RWY 03:** PAPI(P2L)—GA 3.0° TCH 39'.

**RWY 21:** PAPI(P2L)—GA 3.0° TCH 45'. Thld dsplcd 300'.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 03:** TORA-3700 TODA-3700 ASDA-3700 LDA-3700

**RWY 21:** TORA-3700 TODA-3700 ASDA-3700 LDA-3400

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z±. Fuel avbl 24 hrs with credit card or by prior arrangement, call 402-376-1611.

ACTIVATE MIRL Rwy 03-21 and Rwy 14-32, PAPI Rwy 03, Rwy 21,

Rwy 14 and Rwy 32, REIL Rwy 32—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.075 (402) 376-1673.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**DENVER CENTER APP/DEP CON** 127.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANW.

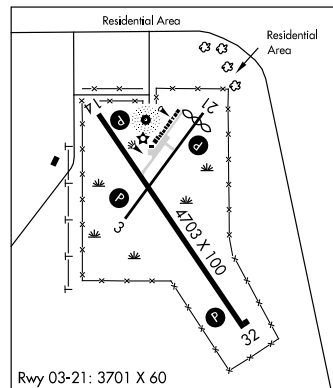
**AINSWORTH (L) VORW/DME** 112.7 ANW Chan 74 N42°34.15'

W99°59.38' 296° 30.2 NM to fld. 2582/9E. **HIWAS.**

**VALENTINE NDB (MHW)** 314 VTN N42°51.70' W100°32.98'

at fld. NOTAM FILE VTN.

OMAHA  
L-12G  
IAP



NDB VTN

**314**

APP CRS

**321°**

Rwy Idg

TDZE

Apt Elev

**4703****2588****2591****NDB RWY 32**

VALENTINE/MILLER FIELD (VTN)



MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct VTN NDB and hold.

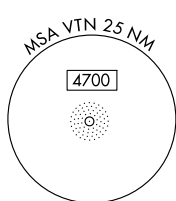
ASOS

**118.075**

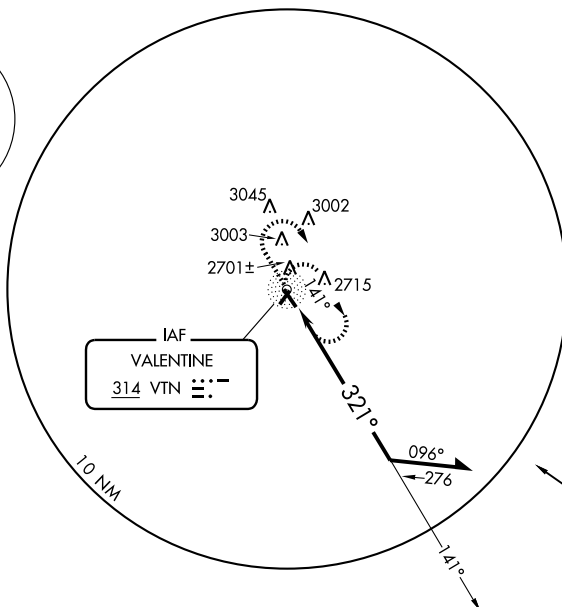
DENVER CENTER

**127.95 338.2**

UNICOM

**122.8 (CTAF) 0**

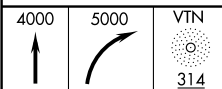
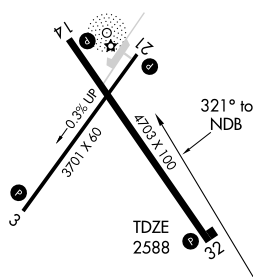
A 3290



AINSWORTH  
112.7 ANW  
Chan 74

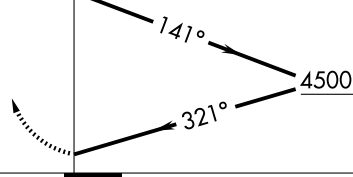
5000  
297°  
(30.4)

ELEV 2591

**D**

NDB

Remain within 10 NM



CATEGORY	A	B	C	D
S-32	3400-1 812 (900-1)	3400-1¼ 812 (900-1¼)	NA	
CIRCLING	3400-1 809 (900-1)	3400-1¼ 809 (900-1¼)	NA	

REIL Rwy 32

MRL Rwy 3-21 and 14-32

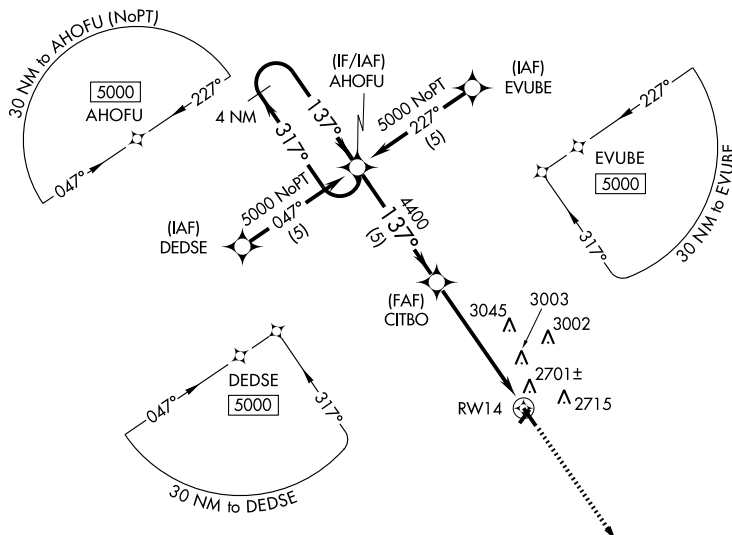
APP CRS  
**137°**Rwy Idg **4703**  
TDZE **2588**  
Apt Elev **2591****RNAV (GPS) RWY 14**  
VALENTINE/MILLER FIELD (VTN)

DME/DME RNP-0.3 NA.

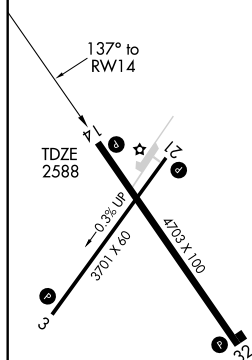
MISSED APPROACH: Climb to 5000 direct GIYIT and hold.

ASOS  
**118.075**DENVER CENTER  
**127.95 338.2**UNICOM  
**122.8 (CTAF) 0**

Λ 3393



ELEV 2591



REIL Rwy 32 0

MIRL Rwy 3-21 and 14-32 0

4 NM  
Holding Pattern

5000

← 317°

137° →

AHOFU

CITBO

4400

1.9 NM to RW14

5000

GIYIT



3.05°

TCH 40

RW14

5 NM

3.6 NM

1.9 NM

CATEGORY	A	B	C	D
LNAV MDA	3240-1	652 (700-1)	NA	NA
CIRCLING	3240-1	649 (700-1)	NA	NA

WAAS CH <b>40010</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev <b>4703</b> <b>2588</b> <b>2591</b>
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# RNAV (GPS) RWY 32

VALENTINE/MILLER FIELD (VTN)



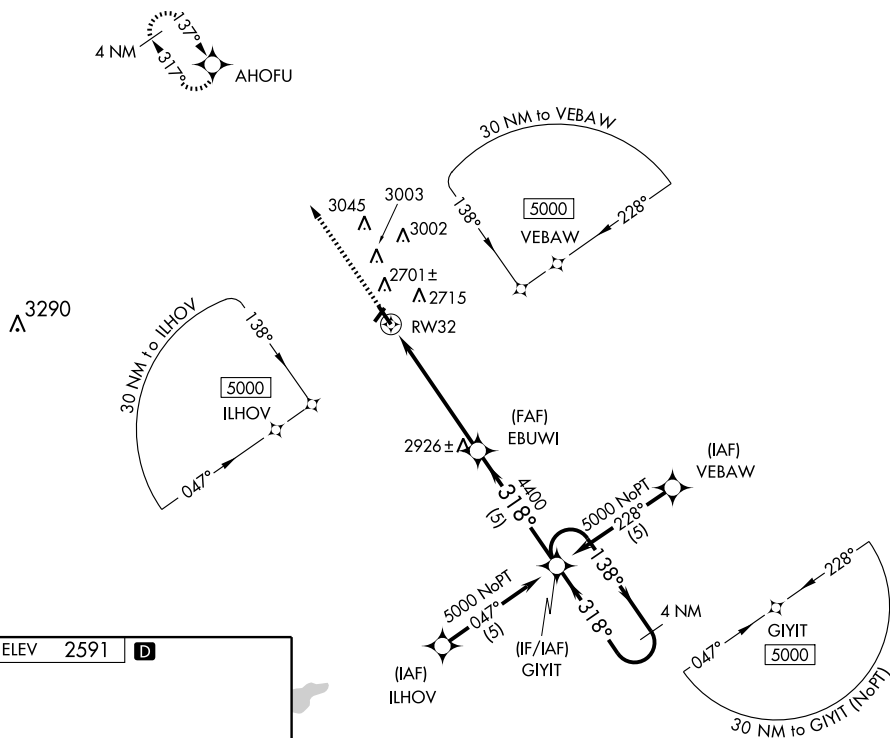
DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -20°C (-4°F).

MISSED APPROACH: Climb to 5000 direct  
AHOFU and hold.

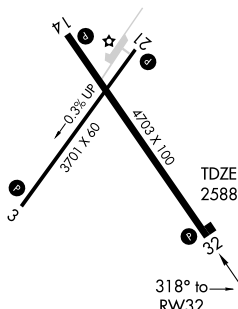
ASOS  
**118.075**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8** (CTAF) **0**



ELEV 2591 **D**



REIL Rwy 32 **0**  
MRL Rwy 3-21 and 14-32 **0**

5000 AHOFU		*LNAV only.		4 NM Holding Pattern	
EBUWI		GIYIT		5000	
RW32		318°		138°	
1.8		3.7 NM		5 NM	
CATEGORY	A	B	C	D	
LPV DA	2840-1	252 (300-1)	NA		
LNAV/VNAV DA	2960-1¼	372 (400-1¼)	NA		
LNAV MDA	3180-1	592 (600-1)	NA		
CIRCLING	3180-1¼	589 (600-1¼)	NA		

**WAHOO MUNI** (AHQ) 2 NE UTC-6(-5DT) N41°14.44' W96°35.67'OMAHA  
L-101, 121  
IAP

1224 B S4 FUEL 100LL NOTAM FILE OLU

RWY 02-20: H4100X75 (CONC) S-20 MIRL

RWY 02: PAPI(P2L)—GA 3.0°. TCH 41'.

RWY 20: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 13-31: 3290X150 (TURF) LIRL

RWY 13: Fence. RWY 31: Road.

**AIRPORT REMARKS:** Attended dawn-dusk. For svc after dusk call 402-443-1863. Fuel avbl 24 hr self serve. Rwy 13-31 not plowed winter months. Rwy 13-31 LIRL OTS indef. ACTIVATE PAPI Rwy 02 and Rwy 20—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

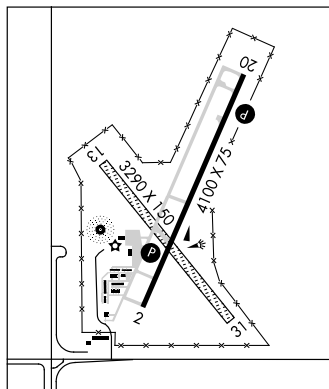
® OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'  
W96°44.52' 010° 20.1 NM to fld. 1370/9E.

NDB (MHW) 400 AHQ N41°14.35' W96°35.90' at fld.

NOTAM FILE OLU.

**WALLACE MUNI** (64V) 1 S UTC-6(-5DT) N40°49.93' W101°09.84'

CHEYENNE

3101 B NOTAM FILE OLU

RWY 13-31: H2800X50 (ASPH) LIRL (NSTD)

RWY 13: Thld dsplcd 200'. RWY 31: Irrigation system.

**AIRPORT REMARKS:** Attended Apr-Aug dawn-dusk. Rwy 13 thld dsplcd 200' for day ops, for ngt ops thld dsplcd 400' marked with lgts only. Rwy 13-31 NSTD LIRL. Lgts are 100' from pavement edge on both sides. Rwy 31 irrigation system.

**COMMUNICATIONS:** CTAF 122.9**WAYNE MUNI** (LCG) 2 E UTC-6(-5DT) N42°14.50' W96°58.94'OMAHA  
L-121  
IAP

1431 B S4 FUEL 100LL OX 2 NOTAM FILE LCG

RWY 17-35: H4201X75 (ASPH) S-12.5 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 04-22: H3406X60 (ASPH) S-12.5 MIRL

RWY 04: Pole. RWY 22: Hiil.

RWY 13-31: 2070X120 (TURF)

RWY 13: Fence. RWY 31: Road.

**AIRPORT REMARKS:** Attended dusk-dawn. Deer on and invof arpt. Rwy 13-31 not plowed winter months. Twy lgts AER 04 only. MIRL Rwy 17-35 and Rwy 04-22 operate SS-0500Z†; after 0500Z†

ACTIVATE —122.8.

**WEATHER DATA SOURCES:** AWOS-3 120.125 (402) 375-0111.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

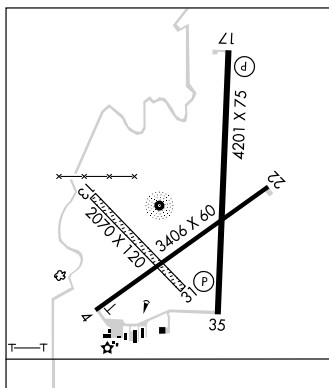
MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'  
W96°19.42' 249° 29.9 NM to fld. 1087/9E. HIWAS.

NDB (MHW) 389 LCG N42°14.55' W96°59.02' at fld.

NOTAM FILE LCG.

**WESTERN NEB RGNL/WILLIAM B. HEILIG FLD** (See SCOTTSBLUFF)**WHITNEY** N42°49.73' W103°05.63' NOTAM FILE CDR.CHEYENNE  
L-126

NDB (MHW) 275 HIN at Chadron Muni.

**WILLOW** N40°52.37' W100°04.36' NOTAM FILE OLU.OMAHA  
L-101

NDB (MHW) 353 DWL 305° 4.7 NM to Quinn Fld.

NDB AHQ <b>400</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>4100</b> <b>1224</b> <b>1224</b>
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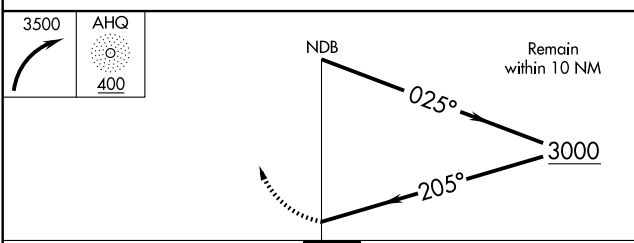
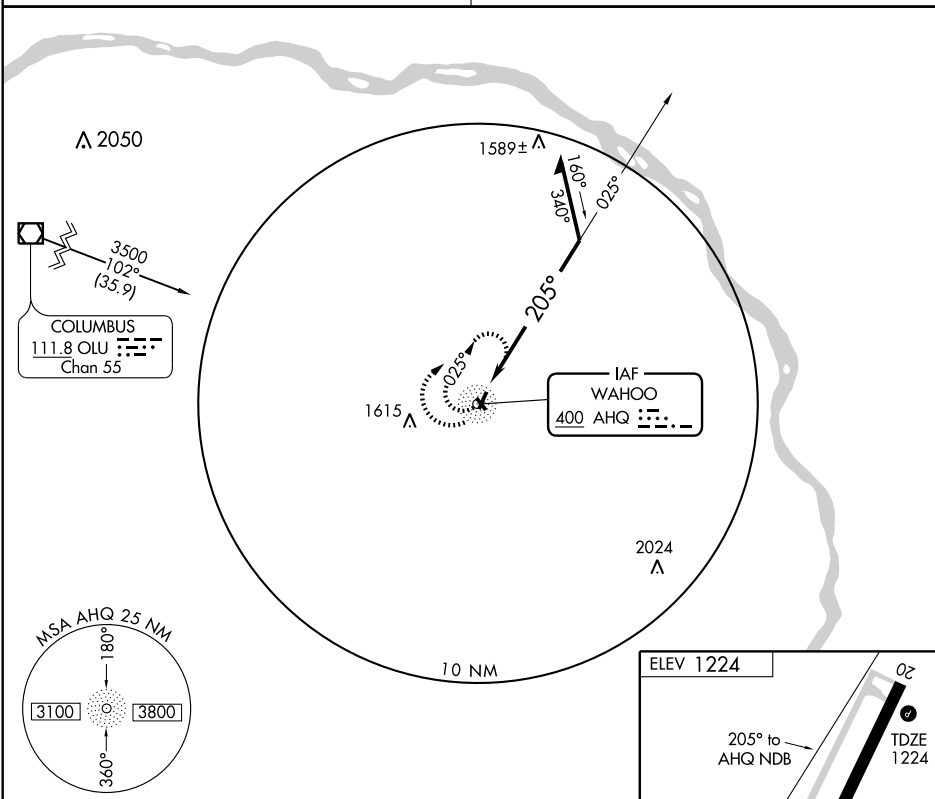
**NDB RWY 20**  
WAHOO MUNI (AHQ)

**▼** Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase all MDA 40 feet.

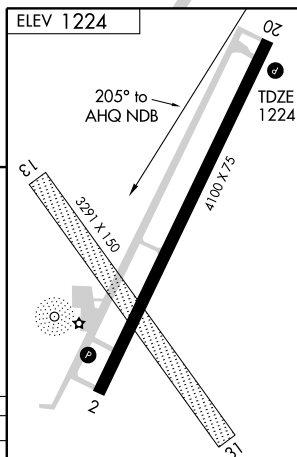
MISSED APPROACH: Climbing right turn to 3500 in AHQ NDB holding pattern.

OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
S-20	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	
CIRCLING	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	



MIRL Rwy 2-20  
LIRL Rwy 13-31

WAAS CH <b>48907</b> <b>W20A</b>	APP CRS <b>198°</b>	Rwy Idg TDZE <b>1224</b> Apt Elev <b>1224</b>
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# RNAV (GPS) RWY 20

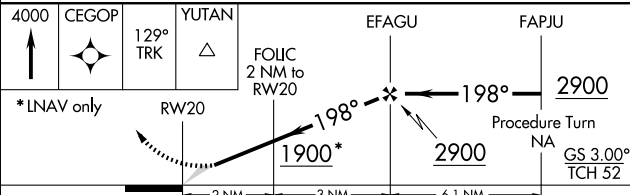
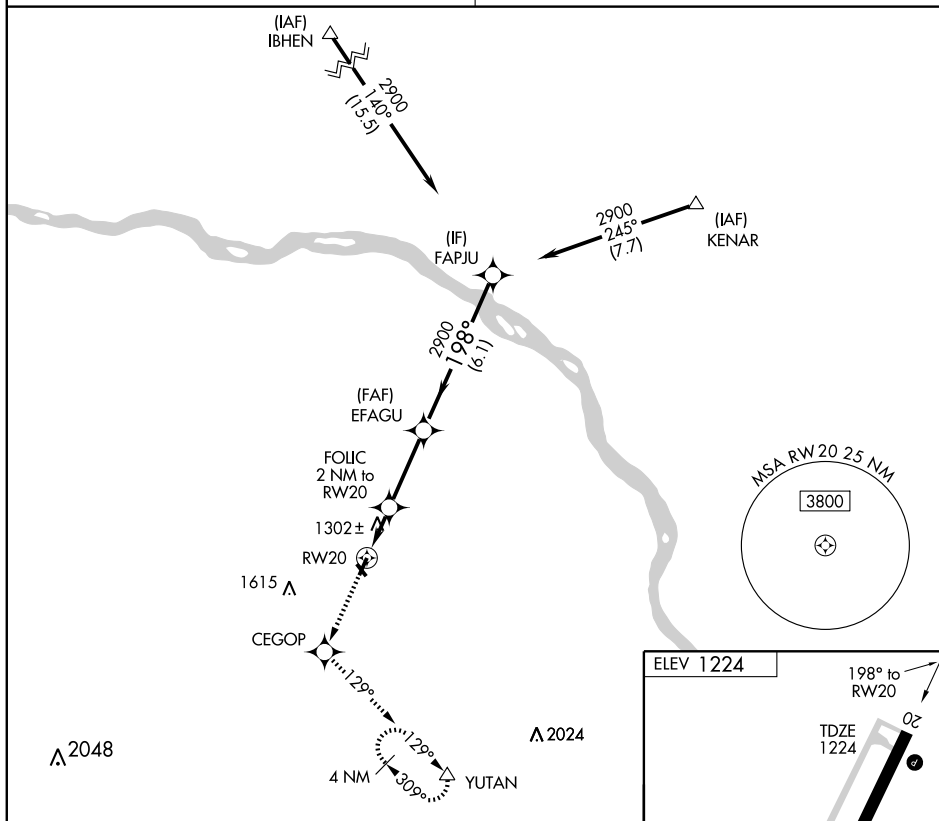
WAHOO MUNI (AHQ)

**▼** DME/DME RNP-0.3 NA. Circling to Rwy 13-31 NA.  
**▲** NA Use Fremont altimeter setting, when not received,  
 use Lincoln altimeter setting and increase DA 25  
 feet and all MDA 40 feet.

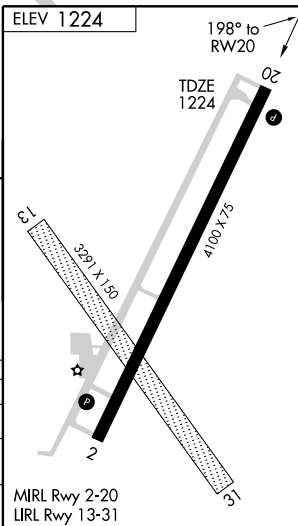
MISSED APPROACH: Climb to 4000 direct CEGOP and via 129°  
 track to YUTAN and hold, continue climb-in-hold to 4000.

OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1507-1 283 (300-1)		NA	
LNAV MDA	1600-1 376 (400-1)		NA	
CIRCLING	1760-1 536 (600-1)		NA	





**WAHOO MUNI** (AHQ) 2 NE UTC-6(-5DT) N41°14.44' W96°35.67'

OMAHA

1224 B S4 FUEL 100LL NOTAM FILE OLU

L-101, 121

RWY 02-20: H4100X75 (CONC) S-20 MIRL

IAP

RWY 02: PAPI(P2L)—GA 3.0°. TCH 41'.

RWY 20: PAPI(P2L)—GA 3.0° TCH 52'.

RWY 13-31: 3290X150 (TURF) LIRL

RWY 13: Fence. RWY 31: Road.

**AIRPORT REMARKS:** Attended dawn-dusk. For svc after dusk call 402-443-1863. Fuel avbl 24 hr self serve. Rwy 13-31 not plowed winter months. Rwy 13-31 LIRL OTS indef. ACTIVATE PAPI Rwy 02 and Rwy 20—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

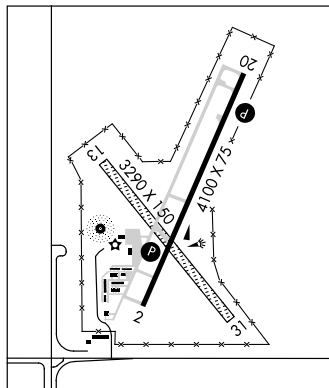
® OMAHA APP/DEP CON 120.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43'  
W96°44.52' 010° 20.1 NM to fld. 1370/9E.

NDB (MHW) 400 AHQ N41°14.35' W96°35.90' at fld.

NOTAM FILE OLU.

**WALLACE MUNI** (64V) 1 S UTC-6(-5DT) N40°49.93' W101°09.84'

CHEYENNE

3101 B NOTAM FILE OLU

RWY 13-31: H2800X50 (ASPH) LIRL (NSTD)

RWY 13: Thld dsplcd 200'. RWY 31: Irrigation system.

**AIRPORT REMARKS:** Attended Apr-Aug dawn-dusk. Rwy 13 thld dsplcd 200' for day ops, for ngt ops thld dsplcd 400' marked with lgts only. Rwy 13-31 NSTD LIRL. Lgts are 100' from pavement edge on both sides. Rwy 31 irrigation system.

**COMMUNICATIONS:** CTAF 122.9**WAYNE MUNI** (LCG) 2 E UTC-6(-5DT) N42°14.50' W96°58.94'

OMAHA

1431 B S4 FUEL 100LL OX 2 NOTAM FILE LCG

L-121

RWY 17-35: H4201X75 (ASPH) S-12.5 MIRL

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 40'. Road.

RWY 04-22: H3406X60 (ASPH) S-12.5 MIRL

RWY 04: Pole. RWY 22: Hiil.

RWY 13-31: 2070X120 (TURF)

RWY 13: Fence. RWY 31: Road.

**AIRPORT REMARKS:** Attended dusk-dawn. Deer on and invof arpt. Rwy 13-31 not plowed winter months. Twy lgts AER 04 only. MIRL Rwy 17-35 and Rwy 04-22 operate SS-0500Z†; after 0500Z†

ACTIVATE —122.8.

**WEATHER DATA SOURCES:** AWOS-3 120.125 (402) 375-0111.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330-1200Z†)

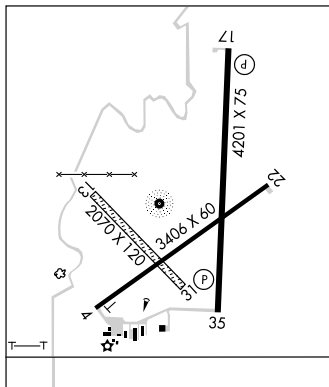
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 249° 29.9 NM to fld. 1087/9E. HIWAS.

NDB (MHW) 389 LCG N42°14.55' W96°59.02' at fld.

NOTAM FILE LCG.

**WESTERN NEB RGNL/WILLIAM B. HEILIG FLD** (See SCOTTSBLUFF)**WHITNEY** N42°49.73' W103°05.63' NOTAM FILE CDR.

CHEYENNE

NDB (MHW) 275 HIN at Chadron Muni.

L-126

**WILLOW** N40°52.37' W100°04.36' NOTAM FILE OLU.

OMAHA

NDB (MHW) 353 DWL 305° 4.7 NM to Quinn Fld.

L-108

NDB LCG <b>389</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev <b>4201</b> <b>1427</b> <b>1431</b>
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# NDB RWY 17

WAYNE MUNI (LCG)

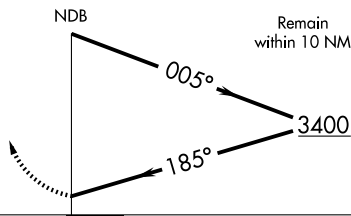
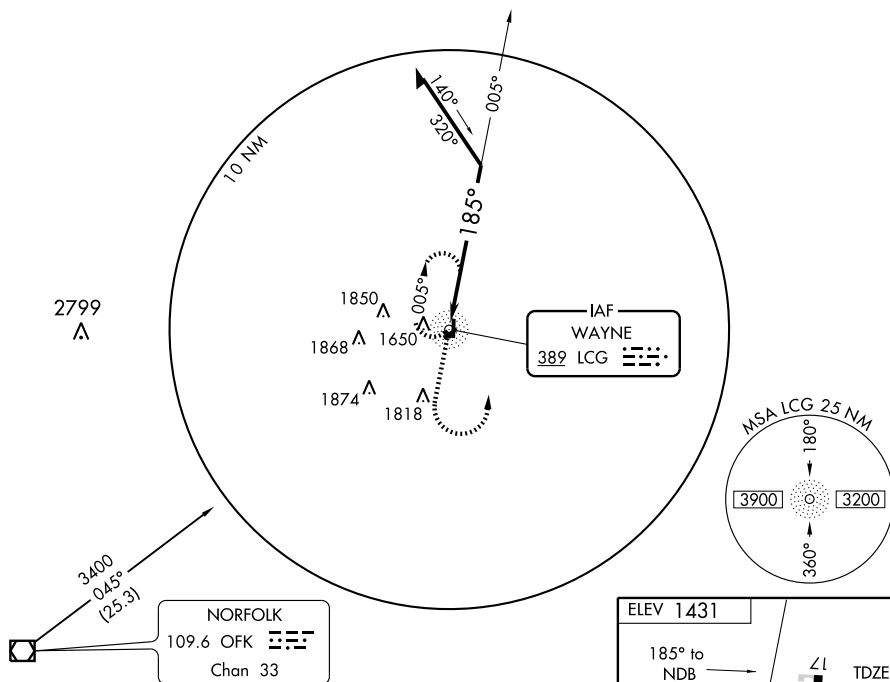
**▼** When local altimeter setting not received,  
**▲** NA use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then left turn  
direct LCG NDB and hold.

AWOS-3  
**120.125**

SIoux CITY APP CON ★  
**124.6 307.0**

UNICOM  
**122.8 (CTAF) ①**



CATEGORY	A	B	C	D
S-17	2100-1	673 (700-1)	NA	
CIRCLING	2100-1	669 (700-1)	NA	

MIRL Rwy 4-22 and 17-35 ①

NDB LCG	APP CRS	Rwy Idg	<b>3406</b>
<b>389</b>	<b>239°</b>	TDZE	<b>1430</b>
		Apt Elev	<b>1431</b>

# NDB RWY 22

WAYNE MUNI (LCG)

▼  
▲ NA

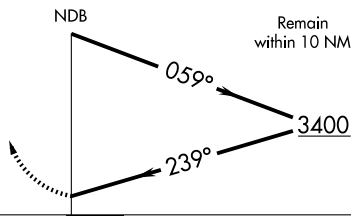
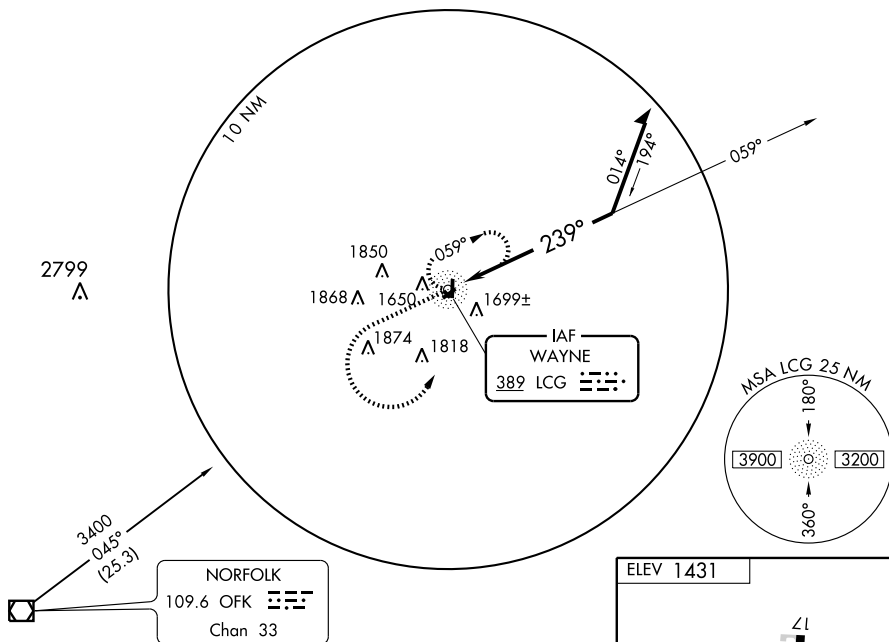
When local altimeter setting not received,  
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then left turn  
direct LCG NDB and hold.

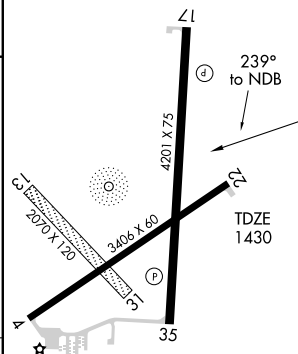
AWOS-3  
**120.125**

SIoux CITY APP CON ★  
**124.6 307.0**

UNICOM  
**122.8 (CTAF) ①**



ELEV 1431



CATEGORY	A	B	C	D
S-22	2140-1	710 (800-1)	NA	
CIRCLING	2140-1	709 (800-1)	NA	

MIRL Rwy 4-22 and 17-35 ①

NDB LCG <b>389</b>	APP CRS <b>345°</b>	Rwy Idg TDZE Apt Elev <b>4201</b> <b>1431</b> <b>1431</b>
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# NDB RWY 35

WAYNE MUNI (LCG)

▼  
▲ NA

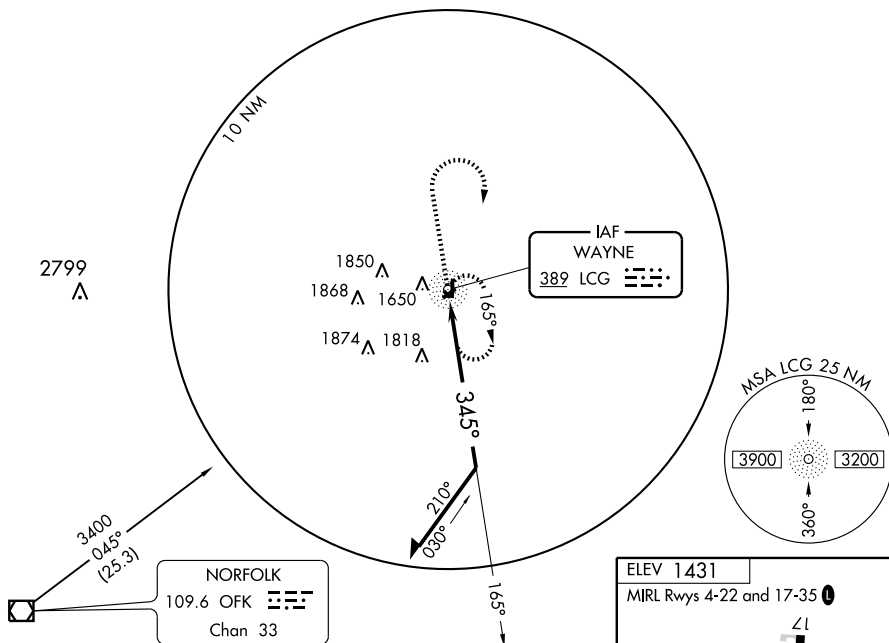
When local altimeter setting not received,  
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then right turn  
direct LCG NDB and hold.

AWOS-3  
**120.125**

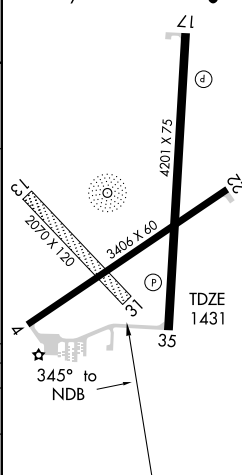
SIoux CITY APP CON ★  
**124.6 307.0**

UNICOM  
**122.8 (CTAF)** ①

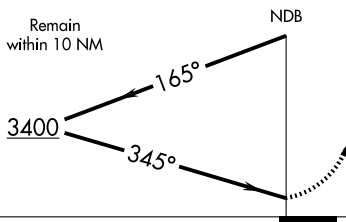


ELEV 1431

MIRL Rwy 4-22 and 17-35 ①



Remain  
within 10 NM



CATEGORY	A	B	C	D
S-35	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	
CIRCLING	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	

WAAS  
CH 77513  
W17A

APP CRS  
175°

Rwy Idg	<b>4201</b>
TDZE	<b>1427</b>
Apt Elev	<b>1431</b>

# RNAV (GPS) RWY 17

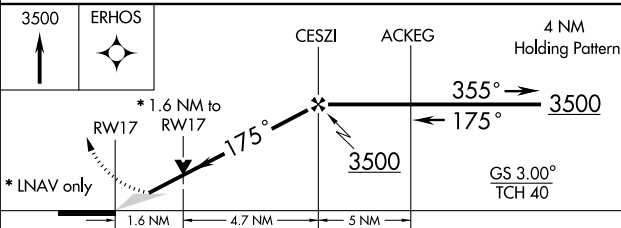
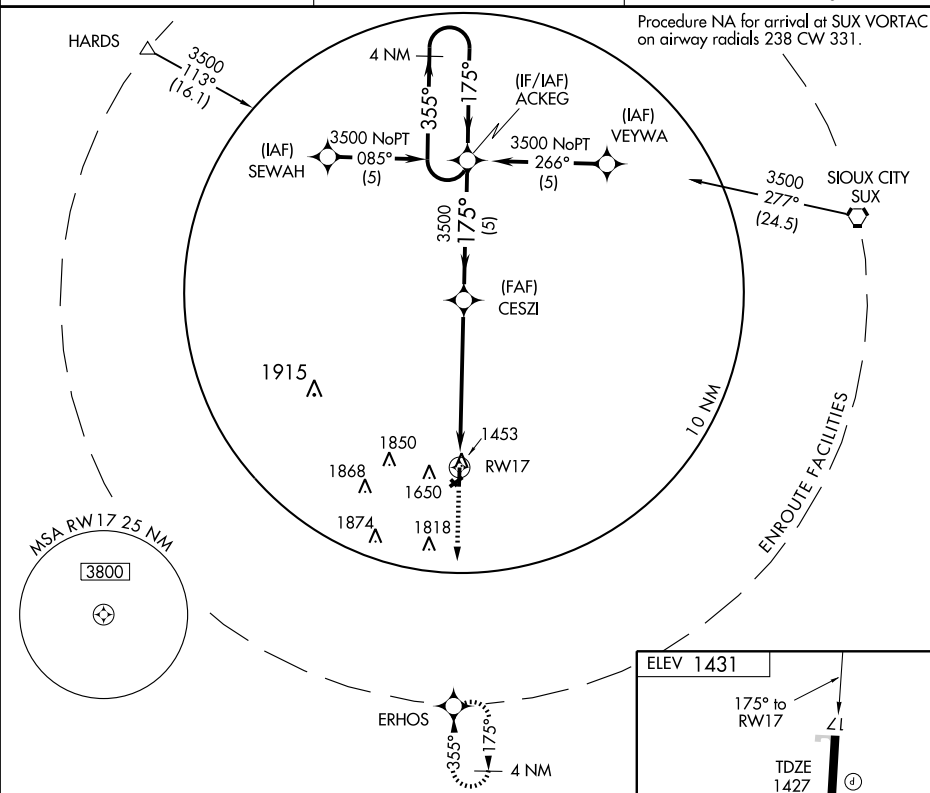
**T** BARO-VNAV NA below -17C (2F). DME/DME RNP 0.3 NA. If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting.

**MISSED APPROACH:** Climb to 3500 direct ERHOS and hold.

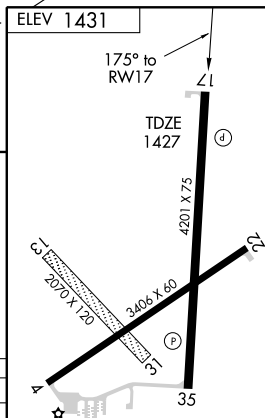
AWOS-3  
120.125

SIoux CITY APP CON ★  
124.6 307.0

UNICOM  
122.8 (CTAF) **L**



CATEGORY		A	B	C	D
LPV	DA	1680-1	253 (300-1)		NA
LNAV/ VNAV	DA	1840-1½	413 (500-1½)		NA
LNAV	MDA	1980-1	553 (600-1)		NA
CIRCLING		2000-1½	569 (600-1½)		NA

MIRL Rwy 4-22 and 17-35 **L**

# RNAV (GPS) RWY 22

APP CRS  
228°

Rwy Idg	<b>3406</b>
TDZE	<b>1430</b>
Apt Elev	<b>1431</b>

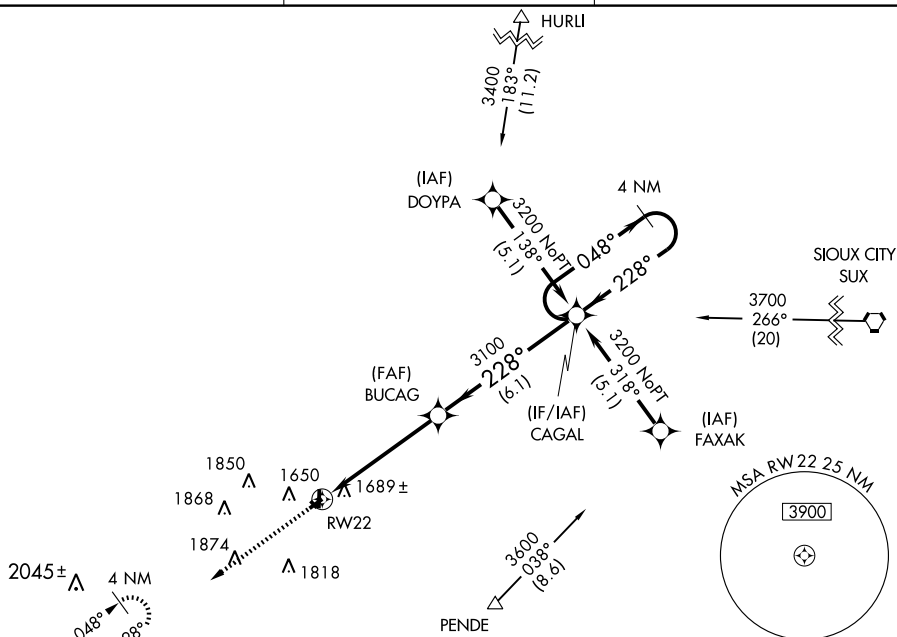


When local altimeter setting not received,  
use Karl Stefan Memorial altimeter setting.  
DME/DME RNP-0.3 NA.

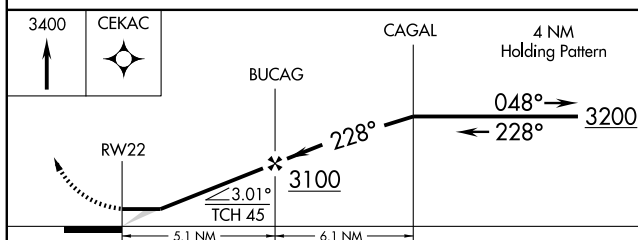
MISSED APPROACH: Climb to 3400  
direct CEKAC WP and hold.

AWOS-3  
120-125

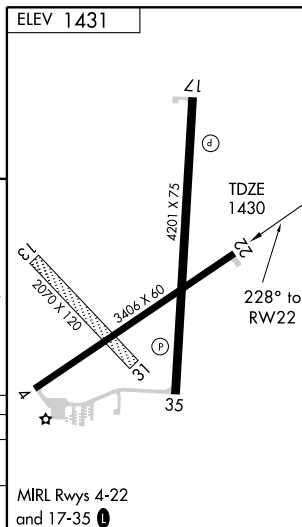
SIoux CITY APP CON ★  
124.6 307.0

UNICOM  
122.8 (CTAF) 

Procedure NA for arrival at SUX VORTAC via V100 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	2020-1	590 (600-1)	NA	
CIRCLING	2080-1	649 (700-1)	NA	



WAYNE, NEBRASKA  
Orig-A 10042

42°14'N-96°59'W

WAYNE MUNI (LCG)  
RNAV (GPS) RWY 22

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2: 21 OCT 2010 to 18 NOV 2010

APP CRS <b>355°</b>	Rwy Idg <b>4201</b> TDZE <b>1431</b> Apt Elev <b>1431</b>
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# RNAV (GPS) RWY 35

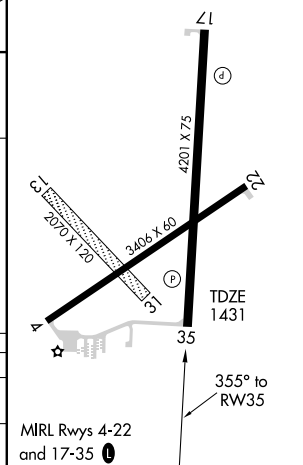
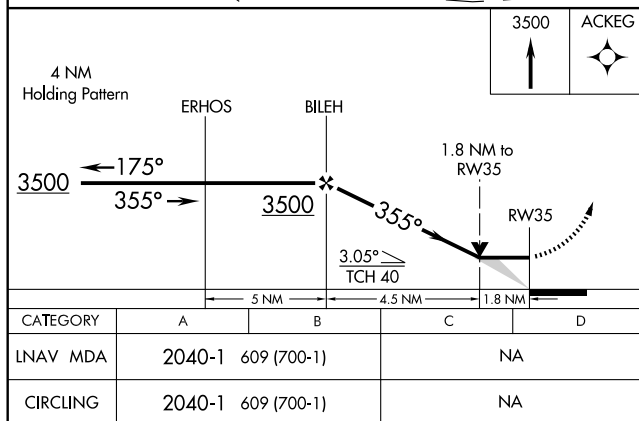
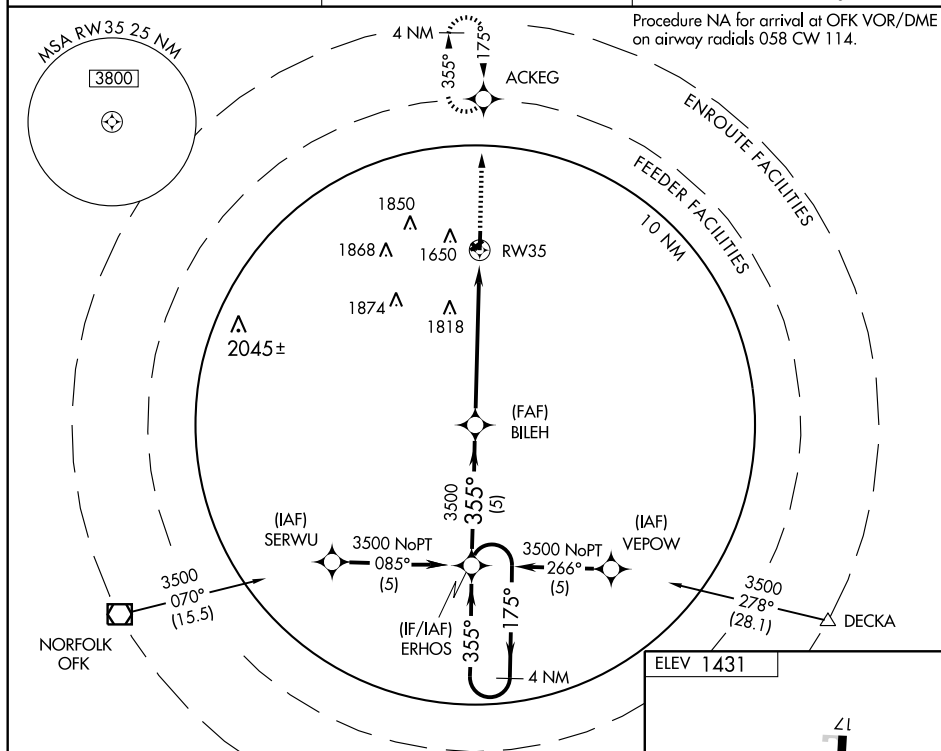
WAYNE MUNI (LCG)

**▼** If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting. DME/DME RNP-0.3 NA.

**▲ NA**

**MISSED APPROACH:** Climb to 3500 direct ACKEG and hold.

AWOS-3 <b>120.125</b>	SIoux CITY APP CON ★ <b>124.6 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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**WOLBACH** N41°22.54' W98°21.22' NOTAM FILE OLU.

(H) **VORTAC** 114.8 OBH Chan 95 168° 24.6 NM to Central Nebraska Rgnl. 2010/7E.

**RCO** 122.1R 114.8T (COLUMBUS RADIO)

OMAHA

H-5B, L-12H

**YORK MUNI** (JYR) 1 NW UTC-6(-5DT) N40°53.79' W97°37.45'

1670 B **FUEL** 100LL, JET A NOTAM FILE JYR

**RWY 17-35:** H5898X100 (CONC) S-30, D-38 MIRL

**RWY 17:** REIL. PAPI(P2L)—GA 3.0° TCH 40'. Pole.

**RWY 35:** REIL. VASI(V2L)—GA 3.0° TCH 25'.

Thld displcd 400'. Road.

**RWY 05-23:** 4700X150 (TURF)

**RWY 05:** Pole. **RWY 23:** Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 17:** TORA-5900 TODA-5900 ASDA-5500 LDA-5900

**RWY 35:** TORA-5900 TODA-5900 ASDA-5900 LDA-5500

**AIRPORT REMARKS:** Attended 1400-2300Z†. For svc after hrs call 402-366-5876. Rwy 05-23 not plowed winter months. Arpt lights operate dusk-0400Z†, after 0400Z† Rwy 35 designated as calm wind rwy. Rwy 35 VASI unusable byd 6° right and left of centerline. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17, VASI Rwy 35 and REIL Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (402) 362-3785.

**COMMUNICATIONS:** CTAF/UNICOM 122.8.

**MINNEAPOLIS CENTER APP/DEP CON** 119.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GRI.

**GRAND ISLAND (L) VORTACW** 112.0 GRI Chan 57 N40°59.04'

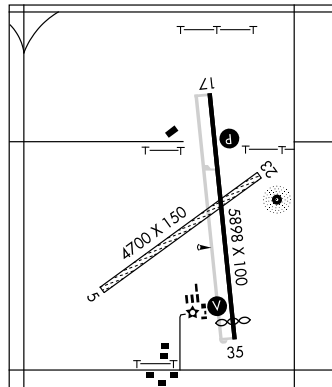
W98°18.89' 092° 31.8 NM to fld. 1840/7E.

**NDB (MHW)** 257 JYR N40°53.85' W97°37.02' at fld. NOTAM FILE OLU.

OMAHA

H-5C, L-10I

IAP





NDB JYR  
**257**

APP CRS  
**153°**

Rwy Idg	<b>5898</b>
TDZE	<b>1665</b>
Apt Elev	<b>1670</b>

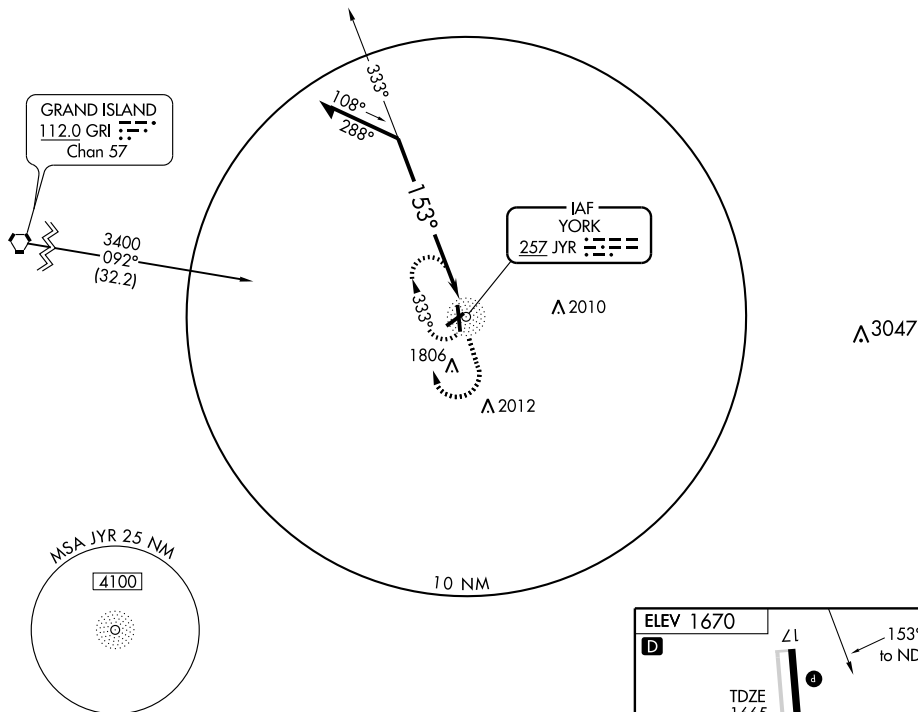
NDB RWY 17  
YORK MUNI (JYR)

<b>T</b>	Visibility reduction by helicopters NA.
<b>A</b> NA	When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet; increase straight-in and circling visibilities Cat C $\frac{1}{4}$ mile.

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3300 direct JYR NDB and hold.

AWOS-3  
124.175

MINNEAPOLIS CENTER  
119.4 278.8

UNICOM  
122.8 (CTAF) **L**

Remain  
within 10 NM

NDB

3000

330C

JYR  
257

3300

3330

530

ELEV 1670

**D**

41

153°  
to NDB

TDZE

1665

1779 ±

35

REIL Rwy 17-35 L

MIRL Rwy 17-35 **L**

YORK, NEBRASKA  
Amdt 6 22OCT09

40°54'N-97°37'W

YORK MUNI (JYR)  
NDB RWY 17

NC-2. 21 OCT 2010 to 18 NOV 2010

NDB JYR  
257

APP CRS  
002°

Rwy Idg	<b>5498</b>
TDZE	<b>1670</b>
Apt Elev	<b>1670</b>

NDB RWY 35  
YORK MUNI (JYR)



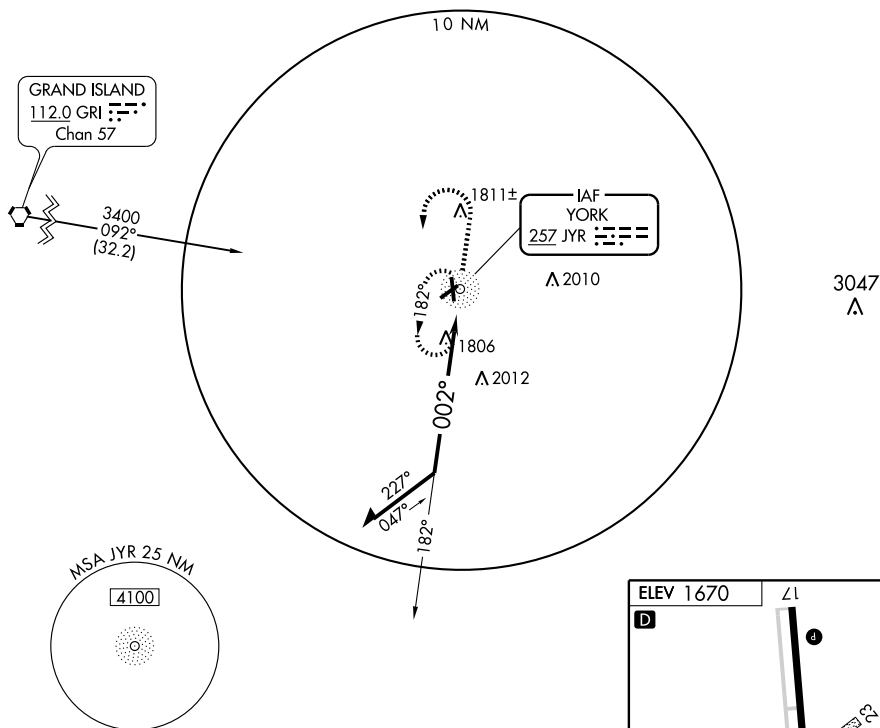
When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet.

**MISSED APPROACH:** Climb to 3000 then climbing left turn to 3300 direct JYR NDB and hold.

AWOS-3  
**124.175**

MINNEAPOLIS CENTER  
119.4 278.8

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM

NDB

3000

3300

JYR

1

3300

185

0020-

300

3300

JYR

1

3300

185

0020-

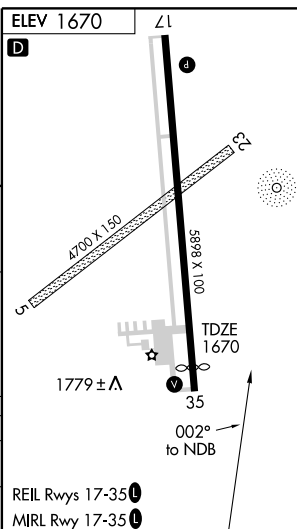
300

3300

JYR

1

CATEGORY	A	B	C	D
S-35	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA
CIRCLING	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA



YORK, NEBRASKA  
Amdt 4A 09183

40°54'N-97°37'W

YORK MUNI (JYR)  
NDB RWY 35

NC-2. 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH <b>86301</b> <b>W17A</b>	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev	<b>5898</b> <b>1665</b> <b>1670</b>
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# RNAV (GPS) RWY 17

YORK MUNI (JYR)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV and LNAV/VNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH:  
Climb to 4000 direct  
WIVFO and hold.

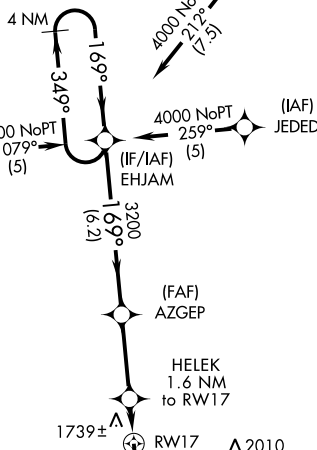
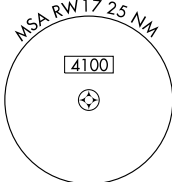
AWOS-3  
**124.175**

MINNEAPOLIS CENTER  
**119.4 278.8**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals  
at OLU VOR/DME  
via V172 eastbound.

COLUMBUS  
OLU  
4000  
204° (18.4)



GRASI  
4000  
056°  
(7.6)

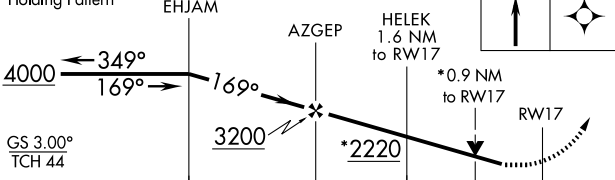
Procedure NA for  
arrivals at GRASI  
via V6-8 westbound.

4000  
280°  
(37.5)  
LINCOLN  
LNK  
Procedure NA for arrivals at  
LNK VORTAC via airway  
radials 248 CW 258.

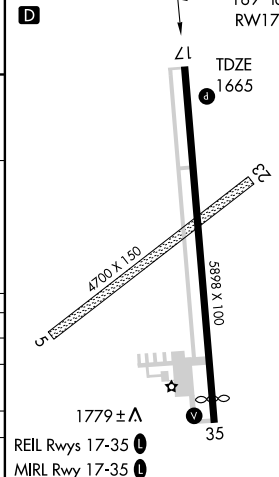
MISSED APCH FIX



4 NM  
Holding Pattern



ELEV 1670



CATEGORY	A	B	C	D
LPV DA	1915-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	2031-1 1/4	366 (400-1 1/4)		NA
LNAV MDA	2000-1	335 (400-1)		NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1 1/2 450 (500-1 1/2)	NA

WAAS CH <b>49113</b> <b>W35A</b>	APP CRS <b>349°</b>	Rwy Idg <b>5498</b> TDZE <b>1670</b> Apt Elev <b>1670</b>
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# RNAV (GPS) RWY 35

YORK MUNI (JYR)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV, all LNAV/VNAV, and Cat C LNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

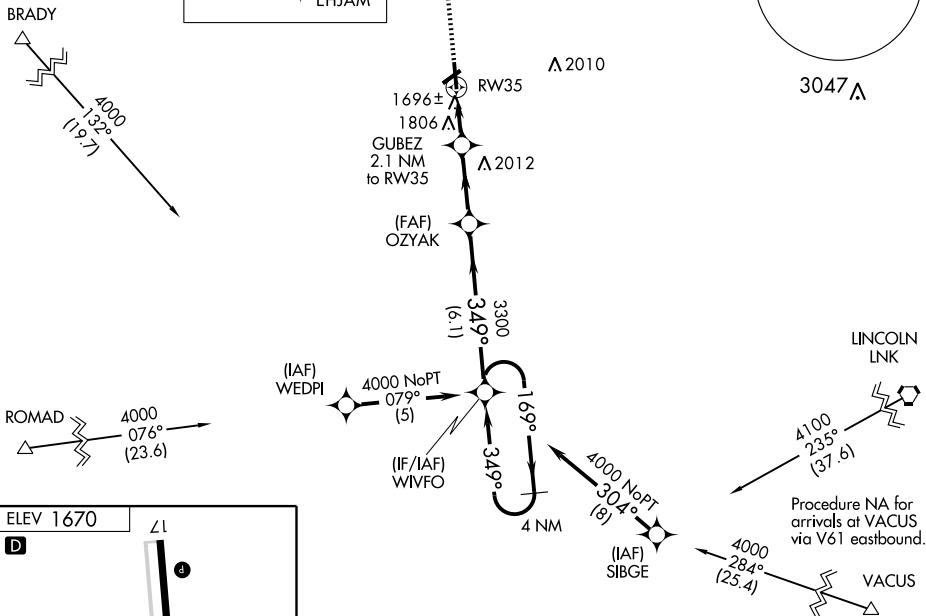
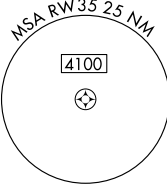
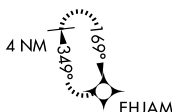
**MISSED APPROACH:**  
Climb to 4000 direct  
EHJAM and hold.

AWOS-3  
**124.175**

MINNEAPOLIS CENTER  
**119.4 278.8**

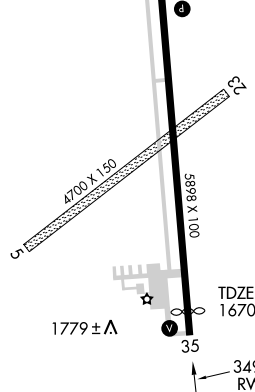
UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



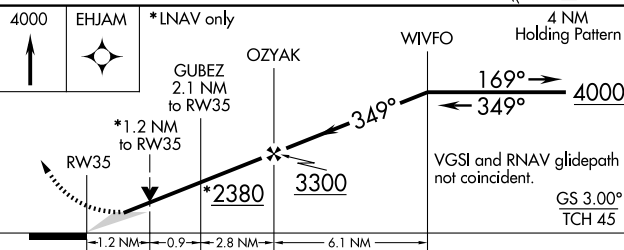
ELEV 1670

**D**



REIL Rwy 17-35 **0**

MIRL Rwy 17-35 **0**



CATEGORY	A	B	C	D
LPV DA	1920-¾	250 (300-¾)		NA
LNAV/VNAV DA	2004-1¼	334 (400-1¼)		NA
LNAV MDA	2060-1	390 (400-1)		NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)	NA